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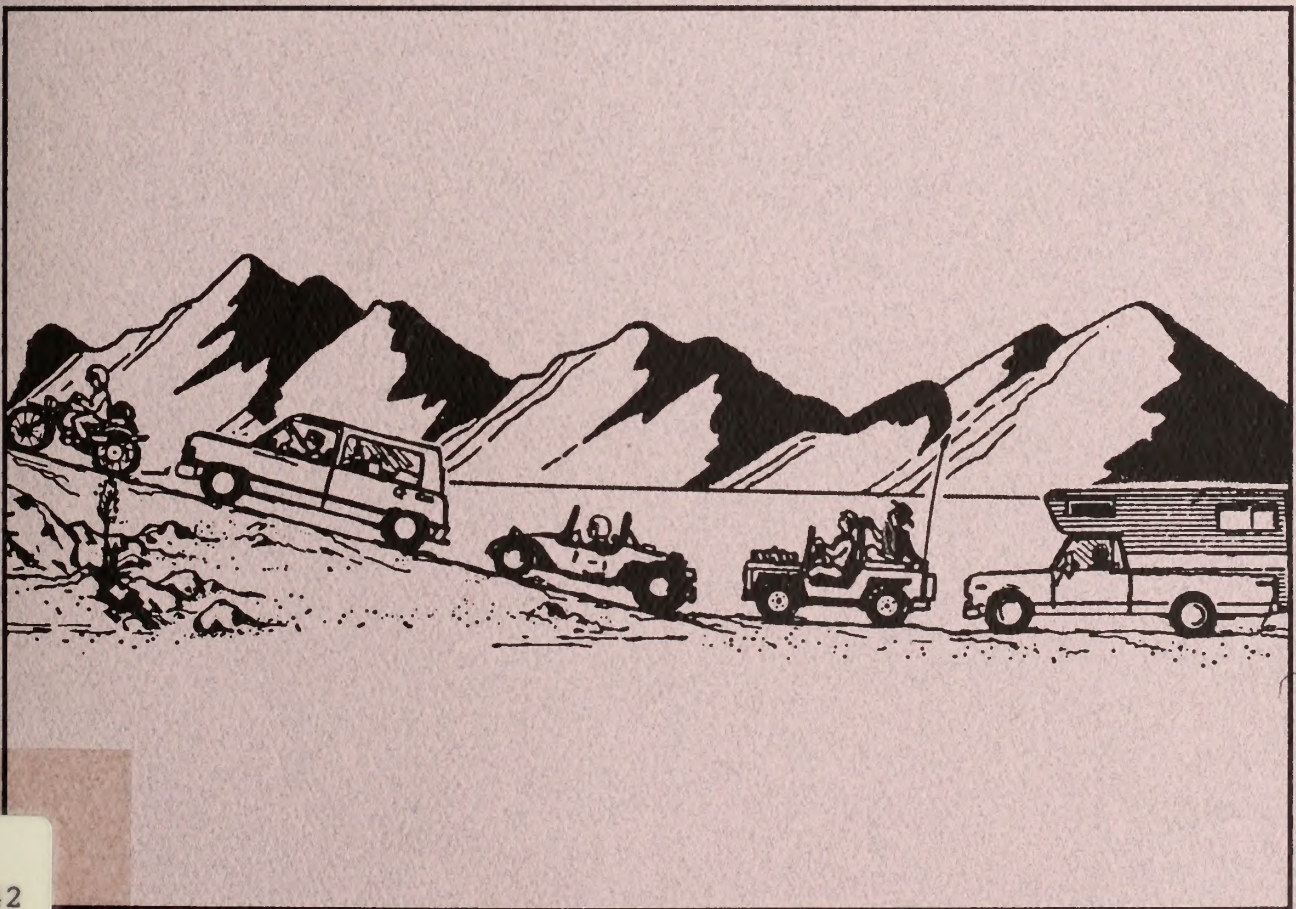
United States Department of the Interior  
Bureau of Land Management  
Barstow Resource Area

*Final*

August 1992



Johnson Valley  
Off-Highway Vehicle Area  
Management Plan



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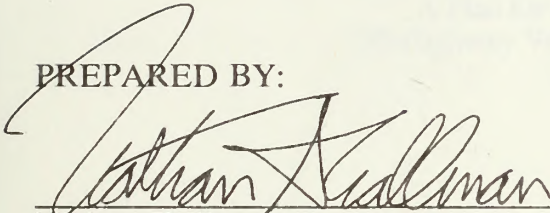
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RECREATION MANAGEMENT PLAN

FOR THE

JOHNSON VALLEY OFF-HIGHWAY VEHICLE AREA

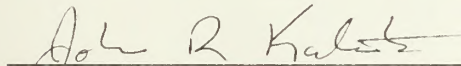
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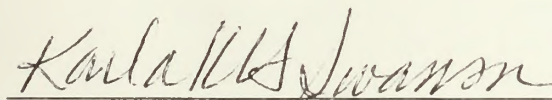
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Date

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# **Johnson Valley Off-Highway Vehicle Area Recreation Management Plan**

**A Plan for Open-Area  
Off-Highway Vehicle Recreation**

**United States Department of the Interior  
Bureau of Land Management  
California Desert District  
Barstow Resource Area**

**August 1992**







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## INTRODUCTION

### NEED FOR THE PLAN

The Johnson Valley Off-Highway Vehicle Area, designated in 1980 through the California Desert Conservation Area Plan, offers outstanding recreational opportunities for both organized and unorganized off-highway vehicle (OHV) recreational activity in the western Mojave Desert of southern California.

The proximity of the OHV area, simply called the Area, to private land and residential areas requires that the Bureau of Land Management carefully manage both the recreation resource and other natural resources, and corresponding resource values (or standards, such as "scenic values"), within the planning area.

In addition to discussing the positive recreational uses of the Johnson Valley OHV Area, this plan discusses a variety of major "issues" (i.e., problems and potential problems), their proposed solution, and opportunities for creative improvement.

Often change is forced upon us. Given southern California's continued population growth and shifting demographic patterns, the increasing demand for outdoor recreation on the part of both urban and non-urban populations will very likely result in the steadily-increasing recreational use of Johnson Valley and neighboring areas. Related to this, the problem of trespass on private land (both within and adjacent to the Area) has traditionally created serious conflicts between OHV enthusiasts, and landowners and local residents, and continues to be a management challenge in encouraging appropriate recreational use and discouraging inappropriate use, while otherwise respecting the freedom of visitors to enjoy themselves.

Managing OHV recreation in Johnson Valley for both present and future generations is a challenge for all of us. The Bureau of Land Management and the public have the continuing opportunity to work closely together in this effort, in providing quality recreational opportunities, obeying regulations, responding to emergencies, resolving conflicts, and protecting natural resources.



## DESCRIPTION OF THE AREA

### LOCATION AND SIZE

The Johnson Valley OHV Area is located approximately 25 miles southeast of Barstow, California, and about 10 miles east of Lucerne Valley, California (please see Map 1). The greater area contains nearly 300 square miles, or an area twice the size of Guam, twice the size of Lake Tahoe, and comprises 73% of all OHV acreage in the Barstow Resource Area.

### HISTORY

Off-highway vehicle use in the area goes back many decades. Including those years during World War II when Johnson Valley was used as part of the largest desert training center in the world, the area has witnessed the historical evolution of 20th century off-highway vehicle use, first for military purposes, and later for recreational ones. In the course of the past fifty years, Johnson Valley has evolved to one of the most popular and intensively-used OHV recreational areas in all of California (please see Map 2).

### ACCESS

Access to the Area is provided by three main routes: Camp Rock, Bessemer Mine, and Boone Roads. Entrance to the **western** part of the Area is by way of Lucerne Valley, along State Highway 247, to Camp Rock Road. Access to the **interior** of the Area is by way of the Bessemer Mine Road, located eight miles east of Camp Rock Road. And Boone Road, eleven miles east of the Bessemer Mine Road, provides access to the **eastern** portion of the Area. A variety of people use these primary routes - including landowners, local residents, OHV enthusiasts, representatives from various state and governmental agencies, tourists, and other, non-OHV recreationists.

### LAND OWNERSHIP

A mixed-ownership pattern of private, state, military, and public land exists in the planning area (please see Map 3). Land uses vary widely, and include military training, livestock grazing, mining, utility and communication rights-of-way, the management of sensitive natural resources (such as the desert tortoise), OHV recreation, other recreation, and growing residential use.

### TOPOGRAPHY

The topography of the area varies from rugged mountain outcroppings to gentle slopes, and from narrow canyons to flat, dry lake beds. Elevations range from 2,300 feet, at Emerson Dry Lake, to 6,068 feet, at the summit of East Ord Mountain. Upper Johnson Valley runs north and south, dividing the Area into two, rugged, northwest-trending mountain ranges, Fry Mountain to the east, and an unnamed range to the west. Such topographic diversity is understandably desirable for OHV activity.

## CLIMATE

The planning area averages less than five inches of precipitation per year. Most precipitation occurs during December-through-March, with May being the driest month. In January and February, winter storms may cover the planning area with a short-lived, one-to-two-inch blanket of snow.

Temperatures range from 20 degrees F., in January, to 110 degrees F., or more, in July. The growing season consists of 240 days or more, depending primarily on elevation. Winds are from the west and continue nearly all year long, frequently reaching velocities of more than 30 miles per hour.



## MAJOR ISSUES

During April, 1988, the Barstow Resource Area conducted public "scoping" (or issue-identification) meetings for this plan in the communities of Lucerne Valley and Riverside, California. The participants were given a list of issues (i.e., problems and potential problems, formulated by Bureau employees) and were asked to identify any additional ones, or to suggest any recommendations they thought appropriate to this effort.

Written comments were accepted until May 15, 1988. Analysis of both these and the records from the two scoping meetings indicated that the public's concerns could be grouped into the following major categories:

- 1) Impacts caused by unauthorized access and intensive OHV use (such as inadvertent trespass, trail proliferation, changes to the visual resource [scenery], and increases in erosion, dust, and noise) are occurring in certain areas inconsistent with management guidelines.
- 2) Certain race courses and "staging areas" (primitive, self-contained camping areas) have received such intensive use that achieving the desired recreational experience and providing a safe riding environment is increasingly unlikely.
- 3) Any future, extensive development in the area, and resulting increase in non-OHV visitation, would have an adverse affect on OHV recreation.
- 4) Safety hazards (such as open mine shafts and pits, target shooting, unorganized OHV recreation in event staging areas and on race courses, cattle on race courses during events, and inadvertent military vehicle use in the Area) could result in property and resource damage, as well as human injury or death.
- 5) Litter and waste disposal (such as camp trash, ammunition shell casings, scrap metal, abandoned vehicles, and motorhome sewage dumping) results in health hazards, as well as property and resource damage.
- 6) An excessive number of organized OHV events inhibits unorganized OHV opportunities within the Area.
- 7) The integrity of special areas, such as Areas of Critical Environmental Concern and wilderness study areas (WSAs); of natural resources, such as archaeological sites, wildlife, desert vegetation, and desert soils; and the ability of livestock to graze undisturbed, are threatened by inappropriate OHV use and vandalism.

## GOALS

The following goals have been identified to help establish a coherent management strategy for the Johnson Valley Off-Highway Vehicle Area:

- 1) Provide for high quality organized and unorganized OHV recreational opportunities, both of which require open, diverse, desert terrain.
- 2) Provide for the use of those other resources which are compatible with organized and unorganized OHV recreation.
- 3) Minimize resource impacts, thereby ensuring continued organized and unorganized OHV recreational opportunities.
- 4) Provide a safe, yet challenging, environment for organized and unorganized OHV recreation.



(In the following management actions, all terms and conditions identified in the November 14, 1991, USFWS Biological Opinion shall be implemented.)

## MANAGEMENT ACTIONS

The following 48 management actions (or recommendations) are designed to help resolve issues, highlight opportunities for constructive change, and accomplish the goals discussed above. Each of these management actions is followed by a brief discussion.

### LAND CLASSIFICATION AND ACQUISITION

- 1) **Through a "plan clarification" to the California Desert Conservation Area (CDCA) Plan, adjust the northern Area boundary. Once this is accomplished, propose an amendment to change approximately 600 acres of public land from multiple-use classification "Moderate" and vehicle-use designation "Limited," to multiple-use classification "Intensive" and vehicle-use designation "Open" (please see Map 4).**

The central, two-mile portion of the northern boundary is located on flat land, about one mile south of Rodman Mountain. Approximately one mile of the boundary is in a "braided" wash. The boundary here is difficult to recognize and follow, due to this braiding and due to the numerous race courses in the area. A transmission line road, 200 feet higher in elevation, is about one mile north of the existing boundary. This road is maintained and is easily-recognized, and follows topographical features, making it a more logical boundary.

Moving the boundary would encompass approximately 600 acres of public land. The immediate location is rocky, and has a relatively thick vegetative cover. Because of this, the proposed route would likely receive little additional motorized use.

Currently, the 600 acres are classified multiple-use "Moderate" and are designated vehicle-use "Limited," neither of which are consistent with the concept of OHV "open" areas. Amending the CDCA Plan to change the multiple-use class to "Intensive" and the vehicle-use designation to "Open" would thus provide improved management consistency.

- 2) **Through an amendment to the CDCA Plan, change the Giant Rock area multiple-use classification from "Intensive" to "Moderate", and the vehicle-use designation from "Open" to "Limited". After this is accomplished, complete the route designation process and transfer the Giant Rock area to the San Bernardino County Regional Parks Department for use as an "open space" desert park.**

In 1985, the southern boundary of the Area -just north of Giant Rock- was adjusted through a CDCA Plan amendment. The majority of land south of the adjusted boundary is private and residential. Mountains along this boundary provide a natural barrier which restricts OHV use, thus reducing conflicts between OHV recreationists, and private landowners and residents. Eight thousand acres of public land in the Giant Rock area, however, remain multiple-use class "Intensive" and vehicle-use designation "Open". Changing these classifications would allow management of this area to be consistent with the 1985 CDCA Plan amendment.

Once the area has been reclassified, the Bureau of Land Management (BLM) and interested parties would complete the route designation process. The final step would be to transfer the Giant Rock area to the San Bernardino County Regional Parks Department for use as an "open space" desert park.



The Giant Rock area is a solid block of public land, accessible by the county-maintained roads Mikisha, Giant Rock, and Reche. This area has an outstanding potential for open-space desert recreational opportunities.

Currently, primitive "staging areas" are the central focus for the primary activity, OHV recreation; the majority of visitors are local, and visit the area only during the daytime.

Population centers within a twenty-mile-radius of the area include Johnson Valley, Landers, Flamingo Heights, Yucca Valley, Joshua Tree, and Twentynine Palms, California. The Giant Rock area's recreation potential, size, and proximity to private, residential, and active-military-training land, requires a "concentrated management style" such as that already in use by the San Bernardino County Regional Parks Department.

**3) Acquire, through purchase or exchange, non-Federal land within, and selected parcels adjacent to, the Area (please see Map 10).**

The Area provides recreational opportunities within the context of minimum regulation and development. It provides a "primitive setting" where OHV enthusiasts can explore the terrain, test their skills, or just get away from other people. Acquisition of non-Federal land would reduce trespass, would increase opportunities for the appropriate use of the public land, and would help assure that these same opportunities continue for future generations.

Land acquired within the Area would be classified multiple-use "Intensive" and designated vehicle-use "Open"; adjacent land would be classified multiple-use "Moderate" and vehicle-use "Closed". All acquisitions would be voluntary and in the mutual interest of all parties. Any non-Federal land with capital improvements would **not** be acquired.

Presently, the primary method of acquisition is exchanging land-for-land. The Catellus Development Corporation, the major private land owner within the planning area, is more interested in **selling**, than exchanging land. Land exchange proponents, however, could see if Catellus would be interested in purchasing their land; if so, Catellus could, in turn, exchange this land with the government. Please see Appendix 4, Land Acquisition, for further details.



## **OHV AREA ACCESS**

- 4) **Acquire right-of-way easements for Area access on Bessemer Mine and Boone Roads (please see Map 2).**

Bessemer Mine and Boone Roads provide direct access to the Area by way of State Highway 247. Their locations minimize potential conflicts by avoiding the majority of private land and residential sites in the area.

Bessemer Mine Road provides access to the **central** part of the OHV area and to two major staging areas, Soggy Dry Lake and the Rockpile. Boone Road enables access to Means Dry Lake and the **southeastern** portion of the Area. Both roads cross a mixed-ownership pattern of private, state, and public lands. The lack of public easements makes it necessary to secure legal access across these lands for the convenience of OHV visitors.

Other roads were analyzed for use as Area access roads, but were rejected because they cross more private land and go through more residential areas than do Bessemer Mine and Boone Roads. In addition to this, the costs for acquiring easements would have been prohibitive.

- 5) **Continue to identify OHV-area-designated access routes with signs along Camp Rock, Bessemer Mine, and Boone Roads.**

Through recent volunteer efforts, signs indicating appropriate access are in place along Highway 247, at the turn-off for Camp Rock, Bessemer Mine, and Boone Roads.

- 6) **Coordinate with the Johnson Valley Improvement Association to develop and design a "NO OHV AREA ACCESS" sign for use on private property.**

Such a sign will help the local community to eliminate unauthorized Area access. The Bureau will submit an initial design and text to the Association for its review and approval, and the Association will then be responsible for the funding, construction, and maintenance of the signs themselves.

- 7) **Submit a proposal to the California Department of Transportation (Caltrans) to install and maintain Johnson Valley OHV Area directional and mileage signs on Interstate-15, before the intersections of Highways 18 and 247, in Lucerne Valley; and before the intersections of Highways 62 and 247, in Yucca Valley. In addition to this, install and maintain, along Highway 247, "OHV AREA ACCESS AHEAD" signs, and signs specifically indicating that Camp Rock, Bessemer Mine, and Boone Roads are just ahead.**

The majority of visitors travel to the Area by way of Interstate-15, and State Highways 18, 247, and 62. Providing directional and mileage information along these routes would greatly assist visitors in finding the appropriate access route to the Area.

Such signs would not be installed until Boone and Bessemer Mine Roads are improved, and until Area boundary, visitor orientation, and informational signs are installed. Please see Appendix 5, Sign Plan, for further information.



8) **Improve Bessemer Mine and Boone Roads (please see Map 7).**

Camp Rock, Bessemer Mine, and Boone Roads are the designated access routes for the Area. Camp Rock is a principal county road and provides appropriate access for motorhomes. The first two miles of Bessemer Mine Road, adjoining Highway 247, are unsatisfactory for motorhome travel. The road surface is deteriorated and contains exposed rock outcroppings. This section of the road will require reconstruction work before it can again provide acceptable motorhome access.

Boone Road consists of a northern and a southern route. The northern route parallels a **sand dune area** and is virtually impassible by either two-wheel- or four-wheel-drive vehicles. For this reason, the southern Boone Road has become the preferred route.

Most visitors will not (or cannot) use portions of these two roads in their present condition. This situation contributes to the inappropriate use of private and residential roads for access to the Area. Improving these two roads will significantly help eliminate this problem.

9) **Improve the Area's internal primary-access-system and its staging areas (please see Map 7).**

The condition, or lack, of internal access roads places limitations on where Area visitors can go, and has the potential of creating intensive-use pressures on the desert tortoise and other sensitive resources found in adjacent areas. The majority of OHV recreationists drive a motorhome as their primary-access vehicle. For all practical purposes, these vehicles are currently limited to Camp Rock and Bessemer Mine Roads. Consequently, OHV opportunities are largely limited to the three staging sites adjacent to the Area boundary: namely, Anderson Dry Lake, Cougar Buttes, and Soggy Dry Lake.

Because of access problems, Cinnamon Hills, located just off Camp Rock Road, but **outside** of the Area, has become a very popular area for OHV camping. This situation has resulted in extensive, inappropriate off-highway recreational activity outside of the Area, with consequent negative impacts to tortoise habitat and other sensitive resources.

There is another area, to the northwest of Cinnamon Hills and to the south of the Ord Mountains, which includes Taylor Valley, and which has also received heavy, inappropriate OHV use. It is primarily the greater Cinnamon Hills area which invites this kind of use.

Primitive staging areas, similar to those already in place, would be established along the internal access roads. Such staging areas provide self-contained camping without providing formal facilities or numbered sites. To accommodate this use, minimal leveling and clearing would be needed, within each 16-acre site.

Construction of the primary vehicle access system is divided into three phases: Phase I (including the west-central and northwestern portions of the Area) represents the resolution of immediate, **priority** access problems, whereas Phases II and III represent the long-range completion of the access system.

Phase I. Anderson Dry Lake Road, beginning at the dry lake, requires 3.7 miles of road surface reconstruction; having this work done would provide access to a primitive staging area southeast of Anderson Dry Lake. North Anderson Dry Lake Road, on the other hand, located a few miles northeast of the lake, requires 1.7 miles of reconstruction and would provide access to a second primitive staging area.

Phase II includes improvements to Bessemer Mine Road. The first two miles of Bessemer Mine Road are very rough and rocky, and require reconstruction and surfacing for adequate motorhome access.



Phase III involves (1) the road construction of the entire three miles of Boone Road (north to Means Dry Lake), and (2) grading approximately 20 miles of Melville Dry Lake Road, which extends north from Means Dry Lake, about four miles, and which then proceeds generally due west, for about ten miles, to Bessemer Mine Road (please see Map 7). These 23 miles of road improvements will provide much better access to the north-central portion of the Area than has been possible in the past.

**10) Construct left-turn lanes on State Highway 247 for improved entry to the designated access routes of Camp Rock, Bessemer Mine, and Boone Roads.**

This project includes three left-turn lanes from State Highway 247, at the intersections of Camp Rock, Bessemer Mine, and Boone Roads. During holidays and weekends, the amount of traffic on the highway increases substantially, making it difficult to effect left-hand turns. The primary vehicle used by Area visitors is the motorhome, which very often is found pulling a trailer. These large vehicles accelerate slowly from a stopped position. Traffic becomes backed up behind the turning motorhome, often resulting in vehicles passing the motorhome on the right shoulder of the highway, causing understandable safety hazards.



## **VISITOR SERVICES**

### **11) Provide a visitor services employee specifically for the planning area.**

A visitor services employee (with the title Park Ranger) was hired in May, 1990. This person is responsible for providing interpretation of the natural history of the area (including the conservation and protected legal status of the desert tortoise); and for informing the public of unexploded ordnance, the hazard of "worm tracks" [deeply-rutted OHV practice areas], the importance of not harassing livestock, and the damage which vandalism causes to range improvements, wildlife guzzlers, and natural resources. The Park Ranger position is a full-time one, and requires the incumbent to work on weekends, during heavy-use holidays, and during major organized events. Chief responsibilities include emergency medical assistance, monitoring for illegal and inappropriate activities, facility maintenance, the interpretation and protection of sensitive resources, Special Recreation Permit stipulation compliance, and visitor information and safety.

### **12) Increase ranger patrols within the planning area during major holiday weekends, organized OHV events, and whenever increased visitor use is expected.**

Crowds in excess of 5,000 people are common in popular staging areas during major organized events. People found within the entire planning area can, at certain times, double this amount. During the major holidays, visitation increases substantially over normal weekend use. Patrols at such times should focus on the primary staging areas; unauthorized, intensively-used areas; active mining sites; range improvements; and small-game guzzler sites. The ranger's chief duties involve emergency medical assistance, resource protection, law enforcement, and visitor information and assistance. Another important duty would be to help conserve individual desert tortoises and their habitat. Increasing ranger patrols also provides the opportunity for Bureau employees and desert visitors to gain a better understanding of each other's concerns and responsibilities.

### **13) Provide Area brochures to desert visitors.**

Current brochure information includes recreational opportunities, area services, an Area map, rules & regulations for recreational shooting and OHV use, a discussion of resources and their protection, and desert dangers.

The brochure will be available at selected OHV specialty shops, "California Desert Information Outposts", the California Desert Information Center, the Barstow Resource Area office, adjacent BLM resource area offices, the California Desert District Office, and at the entrances to the Area.

An updated version of the Johnson Valley brochure will be printed when the current brochures are gone, and will include additional points-of-interest; unexploded ordnance and worm track hazards; and desert tortoise conservation, its protected status, and the laws governing its protection.

### **14) Develop supplemental visitor information flyers.**

Visitor information flyers, and other informational materials, will supplement the OHV area brochure. Such information will inform the visitor about local concerns and events, designated OHV areas, recreational shooting, unexploded ordnance and worm track hazards, and sensitive resource issues. Informational flyers concerning various natural resources will cover, but are not limited to, the desert tortoise, wilderness, desert vegetation, and cultural resources. A flyer listing motorhome dump sites in the vicinity of Johnson Valley will also be made available. These flyers will be available to visitors at the OHV area, county fairs and similar events, OHV specialty shops,



Information Outposts, the California Desert Information Center, and the Barstow Resource Area office.

**15) Establish "California Desert Information Outposts."**

"California Desert Information Outposts" are BLM bulletin boards found in private business locations, which provide an opportunity for the Bureau to contact recreational users where they socialize and shop. Such outposts bring OHV area information to the people in non-formal, non-bureaucratic settings. Here visitors can acquire information about recreational opportunities, desert dangers, rules and regulations, and other information on Johnson Valley and the surrounding area, making their desert experience safer and more enjoyable. Businesses which provide needed services, such as motorhome sewage and trash disposal, are ideal locations for these outposts.

In addition to OHV news and upcoming events, information is available at such outposts concerning the conservation and protected status of the desert tortoise, including the laws which govern its protection.

There should be at least one such outpost in the community of Lucerne Valley, and one in Yucca Valley, California. The Barstow Resource Area welcomes local businesses to take an interest in the establishment of such information outposts.

**16) Install kiosks at the OHV staging areas.**

Place "kiosks" (large, permanent, informational displays) next to the visitor orientation signs at Cougar Buttes, Rockpile, Anderson, and Soggy Dry Lakes, as well as in the proposed staging areas. Such displays would be used to provide supplemental visitor information; organized OHV event schedules, lists of promoters/sponsors, and locations; and would allow a place for visitors to leave messages.

**17) Encourage volunteer groups to "adopt" (i.e., be responsible for the maintenance of) a section of race course, a trail, boundary, staging area, or a wildlife water "guzzler".**

"Volunteer agreements" provide the opportunity for the public and the Bureau to work together to manage the resources upon the public lands. The Area volunteer program offers a wide variety of projects from which interested people may choose. Examples include maintaining race courses and trails to control erosion, maintaining informational signs, and removing large rocks and excessive, uneven roadway surfaces (such as "whoop-de-doo").

Staging-area volunteers could be involved with periodic clean-ups, the replacing of damaged signs, the removing of abandoned vehicles, and the reducing of various safety hazards. Volunteers adopting a portion of the OHV area boundary could replace boundary signs and could reclaim and restore damaged areas.

Volunteers could also repair damaged wildlife water "guzzlers", which are located throughout the planning area. Many of these could be brought back into service, others could be removed, and the entire guzzler system could be more effectively monitored.

**18) Survey and grade 17 miles of the Area eastern boundary.**

The eastern boundary of the Area adjoins the U.S. Marine Corps Air/Ground Combat Center. The Combat Center is involved with active military training and is therefore closed to public use.



Approximately 17 miles of this boundary, in terrain located between mountain ranges, allows vehicle access to and from the Combat Center and the OHV area. Both military and private vehicle crossings of this shared boundary are numerous, particularly along the southeastern portion.

The Marine Corps reports that its boundary signs are largely ineffective, due to vandalism and theft, a situation which BLM ranger patrols confirm. The potential dangers of this inadvertently shared boundary, combined with the problem of unexploded ordnance, are obvious. It is vital that this boundary be made more obvious and the hazards be made known.

The Marine Corps has volunteered to survey, grade, and provide boundary signs for the 17-mile, 8-foot-wide portion of the boundary. Desert tortoise spotters would "sweep" the boundary line immediately before such grading, to move any tortoises found there 75-150 yards from the boundary. The spotters would be required to use rubber gloves and place any tortoise in the direction it was traveling, under a protective shrub. The Bureau would provide the environmental assessment for this project, as well as all cultural and threatened-and-endangered species surveys, and the maintenance of all of its boundary signs. After this work is completed, the Marine Corps would maintain its boundary warning signs, located 100 feet east of the shared boundary.

The legal descriptions and mileages for the proposed boundary grading, north to south, are as follows:

T7N, R5E, SEC 30	=	.25 mile
31	=	.50
T6N, R5E, SEC 06	=	.75
07	=	.25
08	= 1	.00
16	=	.75
21	= 1	.00
28	= 1	.00
33	= 1	.75
T5N, R5E, SEC 03	=	.75
10	= 2	.00
11	=	.75
13	=	.50
24	=	.50
25	=	.25
36	= 2	.00
T4N, R6E, SEC 19	=	.25
T4N, R6E, SEC 30	= 1	.00
31	=	.75
T3N, R6E, SEC 06	=	.75
		16.75 miles

**19) Continue to fence or cover open mining shafts and identify active open pit mines that represent a public safety hazard.**

Hazardous open mine shaft and pit identification and closure is a continuing BLM program. Such hazards, which also threaten wildlife, are identified through ranger patrols or public reports. Generally, the shafts and pits are randomly situated and provide no warning of their presence. Once the shafts are identified, the Bureau contacts the claimant to develop a mutually agreed upon method for minimizing the hazard. The agreement states the responsibility for covering, or fencing and maintaining the shaft or pit. The Bureau will continue to require special stipulations in mining plans of operation to provide public safety.



**20) Continue to locate and remove abandoned vehicles, notifying owners whenever possible.**

The Bureau has an on-going program of removing and properly disposing of abandoned vehicles found on public lands. These vehicles detract from the aesthetic value of the desert and represent safety and environmental hazards. To minimize these hazards, and to clean up the desert, typically a law enforcement ranger contacts the vehicle owner and initiates procedures to remove and properly dispose of the vehicle in question.

**21) Continue to require vendors to obtain vendor permits.**

Vendor permits authorize the sale of food and other goods & services on public land in accordance with state and county ordinances. Such a permit provides a fair return for the use of public land and provides guidelines for visitor safety and resource protection. Minimum stipulations require vendors to be self-contained, to provide raven-proof trash receptacles, to travel on designated roads and trails, to set up in existing use areas, and to build no permanent structures (please see Appendix 6).

**22) Continue to require filming producers to obtain Land Use Permits.**

Land Use Permits authorize the production of commercial filming on public land in accordance with Federal regulations. Such permits provide a fair return for use of public land and provide guidelines for visitor safety and resource protection. Filming requests compatible with existing uses will be authorized for public land only within the Area.

The permits shall contain, at a minimum, the commercial filming stipulations and a map indicating the filming location. Authorized BLM employees will inspect filming locations for stipulation compliance (please see Appendix 6).



## RECREATIONAL OFF-HIGHWAY VEHICLE USE OPPORTUNITIES

### 23) Continue to provide both organized and unorganized OHV recreation opportunities.

The Area is a major southern California location for organized and unorganized OHV recreation (that is, recreation requiring Special Recreation Permits [SRPs] in the first instance, but not in the second.)

Organized events include motorcycle enduros, "hare and hound" races, trials, rallies and car races and poker run events. Please see Appendix 1 for a description of these events. Other organized events include obstacle course runs, game days, and safety and training sessions.

Unorganized recreation consists of cross-country riding and trail use. It includes exploring areas where no trails exist or going from point to point over roadless terrain. Trail use includes riding a concentrated network of trails; irregular, circle-shaped "worm tracks"; and trail touring.

### 24) Provide both organized and unorganized OHV recreation opportunities on 42 weekends per year (80%) including President's Day, Memorial Day, July 4th, Columbus Day, Thanksgiving and Veteran's Day; provide for unorganized opportunities only on ten weekends per year (20%) including New Year's, Dr. King's Birthday, Labor Day, and Christmas.

The Barstow Resource Area contains five OHV areas providing a wide diversity of OHV recreational opportunities. These areas and their respective OHV recreational uses are as follows:

<b>El Mirage:</b>	Highly-concentrated dry lake bed; unorganized OHV recreation.
<b>Dumont Dunes:</b>	Sand dunes; unorganized recreation.
<b>Razor:</b>	Open sand and mountain terrain; small organized group and unorganized recreation.
<b>Stoddard Valley:</b>	Open desert and mountain trail riding for unorganized day-use, and organized group use.
<b>Johnson Valley:</b>	Open, diverse desert terrain; trail riding for unorganized use, and organized group recreation.

The Resource Area anticipates future increases in both organized and unorganized OHV activity within all five of these areas. Johnson Valley has the capacity to absorb a substantial portion of the anticipated increase in organized events. Historically, an average of 30 weekends per year (58%) have been used for organized events in the Area, including the above-stated holiday weekends. Adding 12 weekends to this traditional use pattern will provide for future increases, based on monitoring of use patterns and expressed need.

Unorganized use can also occur on organized event weekends and holidays, but should take place at separate staging areas. Every weekend of the year three staging areas will be available for unorganized use, separate from organized event staging. Providing mixed and separate organized



and unorganized recreational OHV opportunities gives Area visitors the chance to acquire the type of recreation experience they desire.

**25) Continue to require organized event promoters to obtain Special Recreation Permits.**

Special Recreation Permits authorize most organized events within the planning area. Stipulations attached to the permit provide participant and spectator safety, protection of sensitive resources, and use supervision. Please see Appendix 7, Special Recreation Permit Stipulations.

**26) Implement special desert tortoise stipulations for organized events in the Area based upon formal, Section 7 Consultation with the U.S. Fish and Wildlife Service (please see Appendix 8, Special Desert Tortoise Stipulations and the "Biological Opinion" from the USFWS).**

**27) Develop a self-guided interpretive loop trail (please see Map 8).**

The loop trail will use existing trails, where practical, and self-guiding brochures to interpret the history and resources of the area. This will include responsible desert use, desert tortoise conservation and the animal's protected status, the dangers of unexploded ordnance, and visitor safety information. The self-guiding brochure will correlate with numbered points-of-interest along the ten-mile loop trail. Flexible fiberglass trail markers will identify the trail and points-of-interest.

The two-way trail will originate at the Anderson Dry Lake staging area and will be monitored to determine the appropriateness of this and similar loop trails in other locations. Information signs describing trail terrain and length, organized events, general safety, and types of vehicle appropriate for the trail will be placed at the staging area.

The trail will be located where organized events and unorganized activity can co-exist safely. The trail and race courses will not cross. In addition to this, visitor contact and information, interpretive signs, trail markers, and promoter/sponsor race course warning signs will help provide effective safety measures. Please see Appendix 5, Sign Plan, for further information.

**28) Schedule Means Dry Lake and the proposed staging areas for use as organized event areas (please see Map 8).**

Prior to 1986, Means Dry Lake served as a primary organized event staging area. After that time, lack of adequate access to the lake bed resulted in discontinuing this use. However, upon completion of the Boone Road improvements, and with the implementation of SRP stipulations, Means Dry Lake will be reauthorized for use (on a trial basis) as an organized staging area.

At a minimum, SRP stipulations specific to Means Dry Lake would require that Boone Road be signed as access for a given event, and that camping and organized event activities be held on the northern side of the lake, away from private land and residential areas. Continuation of this use will depend on the effectiveness of controlling access to organized event activities.



## **FACILITIES**

Development will be kept to a minimum, providing adequate visitor services and protection of sensitive resources while preserving the primitive character of the OHV area. Because motorhome dump sites are not provided within the planning area, visitors will be directed to the nearest ones available. A listing of these facilities will be made available to the public.

- 29) **Place area access and visitor information signs along access roads, in staging areas, at intersections, and at other appropriate locations.**

Signs in the Area are designed to enhance recreation experiences, assure visitor safety, and protect sensitive resources. Because of vandalism of signs in the area, vandal-proof signs and kiosks should be constructed, whenever possible, and ordering easily-replaceable signs and decals should be encouraged. Please see Appendix 5, Sign Plan, for more information.

- 30) **Purchase a maintenance tractor and trailer.**

The tractor will be used to construct and maintain OHV Fund projects throughout the resource area such as staging areas, race courses, and trails. Such maintenance will assist with providing visitor safety and protection of sensitive resources, while also providing for quality recreation in the Area.

## **FACILITIES MAINTENANCE**

- 31) **Provide a routine maintenance program for Area access roads.**

Maintain designated access roads (Camp Rock is a county-maintained road) to provide for visitor safety, through the removal of washouts, washboard surfaces, and rocks, on a regular basis. BLM- and county-maintained roads are restricted to "street-legal" vehicles.

- 32) **Continue to maintain Area visitor orientation and information signs on a regular basis.**

Repair or replace visitor orientation and information signs as quickly as possible. This will discourage continued vandalism, and will provide visitors with attractive and legible information.

- 33) **Provide maintenance for access roads, staging areas, race courses and the interpretive loop trail, on an as-needed basis.**

During July/August and February/March (or as recreational use and weather require), inspect the interpretive trail.

Pre- and post-race compliance inspections determine staging area and race course maintenance tasks. Generally, maintenance needs for staging areas, race courses, and trails include removal of conditions such as worm tracks, whoop-de-doos, newly-exposed rocks, and deep ruts. The organized event authorizing officer may require the event promoter or sponsor to provide specific maintenance for the event staging area and race course. Rest and rotation and the maintenance tractor will be used to accomplish maintenance tasks. Until acquisition of the maintenance tractor, the Ridgecrest Resource Area tractor will be used, when available.

When the tractor arrives, implement a schedule to remove worm tracks four times per year from primary staging areas. Otherwise, the above facilities will be minimally maintained, in keeping with the Area's primitive character.



## RESOURCE VALUES

The recognition of cultural, wildlife, vegetative, soils, air, and wilderness resources will be emphasized through visitor contacts and information in conjunction with the following policy statements and management actions.

- 34) **Continue to maintain the wilderness suitability of the Rodman Mountain Wilderness Study Area until Wilderness designation, or removal from consideration (please see Map 2, top center, "WSA 207").**

This area is managed with the "Interim Management Policy and Guidelines for Land Under Wilderness Review". This policy states that a WSA's suitability for designation as wilderness will not be impaired by the time the Secretary of the Interior makes his or her recommendations to the President and to the Congress. Presently, the Bureau meets this requirement through on-the-ground patrol, monitoring flights, and boundary signing. Implementation of this plan will not impair the WSA's suitability for preservation as wilderness.

- 35) **Conduct field examinations of known sites of high cultural (i.e., archaeological) sensitivity.**

Existing data (Cultural Resources Inventory Maps and Record Data, Barstow Resource Area) indicate that there are cultural resources of high value at several locations within the planning area. Current use concentrations occur at some of these locations and will continue under this plan. It is highly probable that cultural resources have been lost due to this recreational use. However, where significant resources still exist, it may be possible to minimize or to avoid additional impacts through minor changes in route location, fences, or mitigation. Where avoiding the cultural resource is not prudent or feasible, mitigation will be developed in consultation with the State Historic Preservation Officer and the Advisory Council on Historic Preservation, as appropriate. In areas where cultural resources can be proven to no longer exist, no further action will be needed. This management action will establish the current cultural resource condition and will minimize potential resource conflicts.

- 36) **Inventory T.4N., R.4E., Section 3, and other areas where new surface soil-disturbing activities will occur within the planning area for *Chamaesyce platysperma* (please see Map 5).**

***Chamaesyce* (=Euphorbia) *platysperma*** (no common name), a spurge, is a sensitive species and is a candidate for listing on the Federal Endangered Species List. It is Bureau policy to conserve sensitive plant and animal species and their habitat. The agency is responsible for determining such species' distribution abundance, reasons for current status, and habitat needs. In addition, pending formal Federal listing, all sensitive species will be afforded the Endangered Species Act full protection, unless the BLM State Director alters this decision for a specific action.

***Chamaesyce platysperma*** is documented in the CDCA Plan inventory as occurring in T.4N., R.4E., Section 3, although its specific location is unknown. This section will be inventoried once a year, during the month of May, for a total of five years, to reconfirm or deny the presence of this plant. Any new, surface soil-disturbing activities within the planning area will also be surveyed. In the interim, existing trails will remain open, but no new race courses, trails, or development will be allowed in T.4N., R.4E., Section 3, without prior clearance. Maintenance of the existing road through this section does not pose any impact to this species.



If this particular plant is located, it will either be avoided or mitigated in accordance with BLM policy for sensitive and candidate species. The inventory data will be forwarded to the USFWS for its endangered species list analysis.

**37) Reclaim interim category II desert tortoise habitat intensively impacted by OHV activity (please see Map 11).**

The Interim Category II desert tortoise habitat, located between Johnson Valley and Stoddard Valley OHV Areas, contains recreational use impacts to soil and vegetation. The area consists of approximately 212 square miles of tortoise habitat with a density of 0-to- 20 tortoises per square mile, and 16 square miles of 20-to-50 tortoises per square mile (Berry, 1984. Plate 2-2). Public land in this area is designated vehicle-use "Limited" and is classed both multiple-use "Moderate" and "Limited". These designations allow for motorized use on approved routes of travel. The intent of the designations is to minimize damage to soil, watershed, vegetation, air, or other natural resources found on public land. Intensive OHV use, however, has caused damage to these resources, including category II habitat.

Parallel trail proliferation is occurring on several of the main routes between the two OHV areas, and intensive impacts are found in the Goat Springs and Cinnamon Hills areas. These impacts will be reduced through route designation, visitor contact, signing, improving access to the OHV areas, and providing recreational opportunities further within the boundaries of the two areas. In addition to this, Goat Springs and the Rockpile will be reclaimed, as will areas with excessive parallel trails.

The miles of trail reclamation throughout the Category II habitat will be determined through the route designation amendment process. Reclamation at Goat Springs involves several generalized OHV areas, in approximately three square miles of habitat, including a spring, with a density of 0-to-20 tortoises per square mile. Reclamation at Cinnamon Hills includes an OHV staging area surrounded by trail proliferation in approximately 23 square miles of tortoise habitat, of which 16 have a density of 20-to-50 tortoises per square mile.

The Cinnamon Hills estimated tortoise densities for 1980, 1986, and 1989 are shown in Table 2, on the following page. The 1980 population densities are adapted from Berry, (1984; Plate 2-2). A 17 percent-per-year reduction has been applied to the 1986 density classes. This reflects the tortoise decline indicated by the Johnson Valley OHV Area trend plot between 1980 and 1986 (Berry, 1990). The 17 percent-per-year decline continues through 1989, resulting in an estimate of the Cinnamon Hills tortoise population at 98 animals. Three square miles of unusable tortoise habitat intensively impacted by OHV use have been removed from the habitat estimate.



TABLE 1: ESTIMATE OF DESERT TORTOISE NUMBERS IN THE CINNAMON HILLS IN 1980, 1986 AND 1989.

TORTOISE	I					
DENSITY	I					
MEAN (CLASS)	I	10 (0-20)	35 (20-50)	75 (50-100)	175 (100-250)	TOTALS
HABITAT	I					
SO. MI.	I	7	13	0	0	20
TORTOISE	I					
IN 1980	I	70	455	0	0	525
REDUCTION	I					
FACTOR FOR	I					
TORTOISES	I	17%/yr.	17%/yr.	17%/yr.	17%/yr.	17%/yr.
TORTOISE	I					
IN 1986	I	23	149	0	0	172
REDUCTION	I					
FACTOR FOR	I					
TORTOISES	I	17%/yr.	17%/yr.	17%/yr.	17%/yr.	17%/yr.
TORTOISE	I					
IN 1989	I	13	85	0	0	98

Interim category II habitat reclamation will be implemented on a phased schedule corresponding to development within the OHV area. The first phase (year 1) includes a review of the route inventory and initiation of the route designation amendment process. Phase one will be a group effort. A route designation committee will complete the route inventory and recommend the routes to provide adequate access and Category II tortoise habitat protection. The Bureau will review the committee's recommendation and will prepare the formal route designation amendment.

The second phase (year 1) includes signing the routes designated Open, Limited or Closed. The Cinnamon Hills and Goat Springs reclamation boundaries will be signed with white fiberglass markers. Information signs, explaining the reasons for reclamation and that vehicles must stay on the designated routes of travel, will be placed throughout the area. Please see Appendix 5, Sign Plan.

The third phase (year 2) initiates the reclamation actions beginning in the Cinnamon Hills. Reclamation will match, as close as possible, the natural appearance of the surrounding landscape. Closed routes (except those designated for authorized use) and compacted staging areas will be scarified and reseeded with a native seed mix. The closed routes will be barricaded where they enter the Cinnamon Hills and Goat Springs areas or where they cross a route designated Open or Limited. If necessary, water bars will be placed on closed routes to control erosion. Ranger patrols will provide resource protection, visitor information, and assistance. In addition to this, reclamation areas will be monitored to quantify OHV use and reclamation progress. The Bureau will coordinate with the U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Game (CDFG) before beginning reclamation.

### 38) Improve wildlife water guzzler unit A-77 and remove units A-61 and -66.

Guzzler units A-61 and -66 are located within the radius of intensive OHV use originating from two primary staging areas, Cougar Buttes and the Rockpile. They are not in service at this time. Guzzler unit A-77 is north of the Area and is in service. Based on guzzler location and condition, and the CDFG recommendation units A-61 and -66 will be removed and unit A-77 improved.



Improvements include enlarging the apron to 1,000 square feet and fencing a 10,000 square foot area around the guzzler with four strand barbed wire. Also, recondition, maintain, monitor or remove the following guzzlers as funding and personnel become available: units A-33, -37, -39, -62, -63, -67, -76, -78, -79, -80 and 5 others currently without designator (see Barstow records). Only those guzzlers which are within the radius of intensive OHV use originating from staging areas will be removed. The Bureau will coordinate with CDFG to assess the need for replacing any guzzlers removed from the planning area.

**39) Increase visitor contacts and information concerning desert tortoise conservation, its protected status, and the penalties for violations of the Endangered Species Act of 1973.**

Desert tortoise collection and handling will be prevented or reduced through visitor contacts, signs, and printed information. The information will stress the importance of tortoise conservation, its protected status, and the penalties for violation of the Endangered Species Act of 1973.

A visitor services employee and a ranger are currently assigned to the OHV area to implement management actions and provide greater agency presence throughout the planning area. Among other duties, they are responsible for interpretation of the natural history of the area, and the conservation, protected status, and laws governing the desert tortoise. During routine visitor contacts, the visitor services employee, other BLM employees and registered trained volunteers will be alert for violations of the Endangered Species Act and will:

- a) Assess, through observation and conversation, whether visitors are collecting or handling desert tortoises.
- b) Take a photograph of any visitor with a tortoise in his or her possession before approaching such a person; and will then obtain as much identification as possible.
- c) Ask the visitor, if he or she is not hostile, to return the tortoise to where it was collected, and will then contact a law enforcement ranger.
- d) Not pursue the situation if the visitor is hostile, but will immediately contact a law enforcement ranger.

Rangers will conduct routine patrols in and around the Area to ensure compliance with Federal, state, and county laws and regulations relating to OHV use and its relationship to the Endangered Species Act. During major holiday weekends, organized OHV events, or whenever increased visitor use is expected, rangers will increase their patrols proportionately.

Printed desert tortoise information will be made available to Area visitors at selected OHV specialty shops, OHV areas, county fairs, Information Outposts, Barstow Resource Area Office, California Desert Information Center, adjacent resource area offices, and the California Desert District Office. The information will be pertinent to the conservation of the desert tortoise, its protected status, and the penalties for violation of the Endangered Species Act.



## LAND USES

- 40) **Institute a Federal OHV use right-of-way reservation (under Section 507, Federal Land Policy and Management Act) to the Bureau for the primary Area staging areas.**

Federal right-of-way reservations allow Federal agencies to reserve public land for a specific purpose. Throughout the majority of the planning area, OHV activity and other resource uses are compatible and a reservation is not necessary. However, reserving Anderson and Soggy Dry Lakes, Cougar Buttes and Rockpile Staging Areas for OHV use would be beneficial. This is based on a scarcity of alternative primary staging sites, meeting management objectives to provide a safe and quality recreation experience, and the need to minimize resource impacts.

The staging areas are capable of supporting thousands of desert visitors during major organized events and holidays. They consist of flat compact ground providing motorhome parking, family-oriented OHV use, and organized event start-and-finish areas. The soils are durable and resist wear from large motorhomes, competitive team semi-tractor trailers, and the thousands of OHV enthusiasts who ride there each year. Also, staging areas have relatively high-standard access roads to support heavy vehicle traffic associated with large spectator crowds. Potential for alternative primary staging areas is low - due to the lack of adequate physical characteristics and the proximity to private and residential land or active military training areas. In addition to this, moving these primary staging sites to other locations would cause extensive resource damage.

The right-of-way reservation provides the Bureau the authority to ensure OHV activity as the priority use within the primary staging areas. Persons engaged in incompatible activities would be directed to more appropriate areas, providing desert visitors the opportunity for a safe and quality recreation experience while minimizing resource damage.

- 41) **Place a barrier along the southern boundary of the Ord Mountain Allotment, from its southwestern corner to Camp Rock Road, proceeding northeast (along the OHV side of Camp Rock to the northern OHV area boundary), and, from there, southeast and northeast (on the OHV side of the open area northern boundary road) to the Marine Corps Air/Ground Combat Center (please see Map 6).**

The southern portion of the Ord Mountain Allotment falls within the northern 1/3 of the OHV area. In the spring both livestock use (cattle grazing and calving) and organized OHV events occur in this area. Consequently, cattle harassment and OHV organized event safety problems have been noted. The Johnson Valley OHV Area/Ord Mountain Grazing Allotment boundary barrier, also identified in the Ord Mountain Grazing Allotment Management Plan, will help to resolve these problems. This management action will be implemented through the allotment plan, but is also included in this plan to provide coordination during the design and construction phases. Before construction begins, Bureau employees and interested parties will form a route designation committee to complete the route inventory for the affected area. This committee will also recommend the routes necessary for adequate access. Routes that terminate as a result of the fence will be signed "END OF TRAIL" 100 feet before the barrier. This action will provide for adequate desert access, livestock containment, and a relatively safe OHV recreation environment.

- 42) **Provide grazing allotment lessees and active mining operators a list of the organized events scheduled for the OHV area, including highlighted dates and races that affect their operations.**



The Resource Area will provide the organized event list to the livestock allotment lessees and active mining operators at the beginning of each calendar year. Any additional organized events will be forwarded to the lessees and miners at least 30 days prior to the event.

The Ord Mountain Allotment lessee will be responsible for moving his cattle north from a given event's boundaries, one day prior to the event. Cattle can be allowed back into the Area the day after the event. Through a cooperative effort between the livestock lessee and the sponsors of a given OHV event, livestock will be herded to areas which will not bring undue harm to them or significant impact to any recreational OHV event.

In addition to this, the OHV coordinator will continue to reroute any organized event course which passes through an active mining area.

## **MONITORING**

Initiate monitoring to track the implementation and effectiveness of management actions and to observe any changes in recreation use, condition of facilities, or resource impacts.

### **43) Schedule observation flights for the planning area.**

Schedule flights to monitor major organized events, major holidays, and non-holiday weekends. Flight information will provide knowledge of primary visitor staging area locations, numbers of primary vehicles, and types of visitor activity.

### **44) Visually monitor the Cinnamon Hills/OHV Area southern boundary, once per month for one hour from specified points.**

Provide monitoring for the described areas to assess the effectiveness of those management actions intended to resolve access and inappropriate OHV use issues. Unauthorized OHV and primary vehicle access through private land and residential areas is occurring along the southern boundary. The majority of the access problem occurs at Cougar Buttes and the southeastern portion of the Area. Inappropriate OHV recreation (both cross/country and intensive use) occurs on public land and on private land adjacent to the Area, in the Cinnamon Hills, Cougar Buttes, Soggy, Melville, and Means Dry Lakes areas, and south of the Los Padres Mine. Also, inappropriate OHV use is occurring in residential areas (in T.5N., R.2E., Sections 16 and 36) within the Area.

Monitors should identify the type of vehicle, license number, location, and probable reason for the inappropriate activity. Monitoring should be scheduled when the majority of recreation activity occurs, during major organized events and holidays. Monitoring data will assist in determining what additional management actions need to be implemented, such as increasing: visitor information signs, printed information, visitor services personnel, ranger patrols, emergency closures, or barrier construction.

#### **Monitoring locations:**

- 1) Residential areas: T5N. R2E. SEC.36; T5N. R2E. SEC.16.
- 2) Cinnamon Hills: T6N. R2E. SEC.32; T6N. R1E. SEC.25.
- 3) Southern boundary: T4N. R2E. SEC.6,4; T4N. R3E. SEC.8; T4N. R4E. SEC.21,27,35; T3N. R5E. SEC.10,11,12.

### **45) Visually monitor the condition of access roads, staging areas, race courses, and the interpretive loop trail.**

Monitor the Anderson, Soggy Dry Lakes, Rockpile, and Cougar Buttes staging areas once a week (and the Means Dry Lake staging area once a month) for: litter, the illegal dumping of motorhome



sewage, vandalism, and maintenance needs. "Worm track" use in staging areas should be monitored to determine the effectiveness of maintenance actions in controlling proliferation of these areas, and, related to that, soil conservation. Proposed staging areas and the interpretive loop trail will be monitored on an as-needed basis until a maintenance schedule is developed. Continue race course monitoring through Special Recreation Permit pre- and post-race compliance inspections.

In addition to this, cultural resources determined to be significant will be monitored annually to assure that no adverse impacts are occurring as a result of a given planned action.

**46) Establish linear transects for monitoring reclamation sites in desert tortoise Category II habitat.**

Establish linear transects in the Category II habitat between the Johnson Valley and Stoddard Valley OHV Areas, and monitor those transects to determine the effectiveness of the reclamation actions. Reclamation transects for vegetation and trail proliferation will be located across various habitat types and within areas of different OHV use patterns. Place the transects perpendicular to the OHV use pattern.

Once the transect locations are selected, develop baseline data records. These records contain the transect surface descriptions and photographs taken from marked photo points. Subsequent monitoring will use the same transects and photo points. Provide transect monitoring on an annual basis. Should monitoring reveal that the reclamation actions are not effective, the following actions will be implemented on an as-needed basis:

- a) Increase BLM ranger patrols.
- b) Implement emergency closures.
- c) Construct physical barriers.
- d) Reinitiate consultation with USFWS.

**47) Monitor Camp Rock and Fisher Spring Wells Roads, the Los Padres Mine area, and all active mining operations for vandalism, OHV use conflicts, and safety hazards.**

OHV recreation and mining & grazing operations can occur simultaneously with minimal regulation throughout most of the Area. However, cattle on organized OHV event courses during events, cattle harassment, OHV use occurring within the working area of an active mine, vandalism, and unsigned hazardous mining operations are issues that need to be resolved. Grazing and OHV use-associated-problems occur primarily during the spring, around Camp Rock and Fisher Spring Wells and in the northeastern part of the Area. Vandalism, mining, and OHV conflicts have also been reported in the southeastern part of the Area, specifically in the vicinity of the Los Padres Mine.

Monitor these areas for vandalism, use conflicts, and the mitigation of safety hazards during heavy use periods (i.e., major organized events and holidays) for at least one hour per monitoring session. Record any incidents, the type(s) of vehicle(s), the location, and the probable reason for the activity. Monitoring data will be used to develop and implement problem-solving management decisions.

**48) Develop an annual report to record and summarize planning area monitoring data.**

These reports will identify: conflicts and impacts; their locations; any corrective measures made within the OHV area (or within adjacent Category 2 public lands, as identified in this Plan); recommendations to eliminate further problems; and visitor use data. Such reports will be updated by August 1 of each year and will be filed in the Barstow Resource Area office.



In addition to this, include the following comments concerning desert tortoise management and mitigation actions within the OHV area:

- a) Number of organized OHV events held within the Area.
- b) Mitigation measures implemented.
- c) Observations on the extent of compliance with mitigation measures.
- d) Effectiveness of mitigation measures.
- e) Recommendations for improvements in organized OHV event supervision
- d) Numbers of tortoises killed, injured, removed or relocated
- e) Disposition of the tortoises or carcasses.

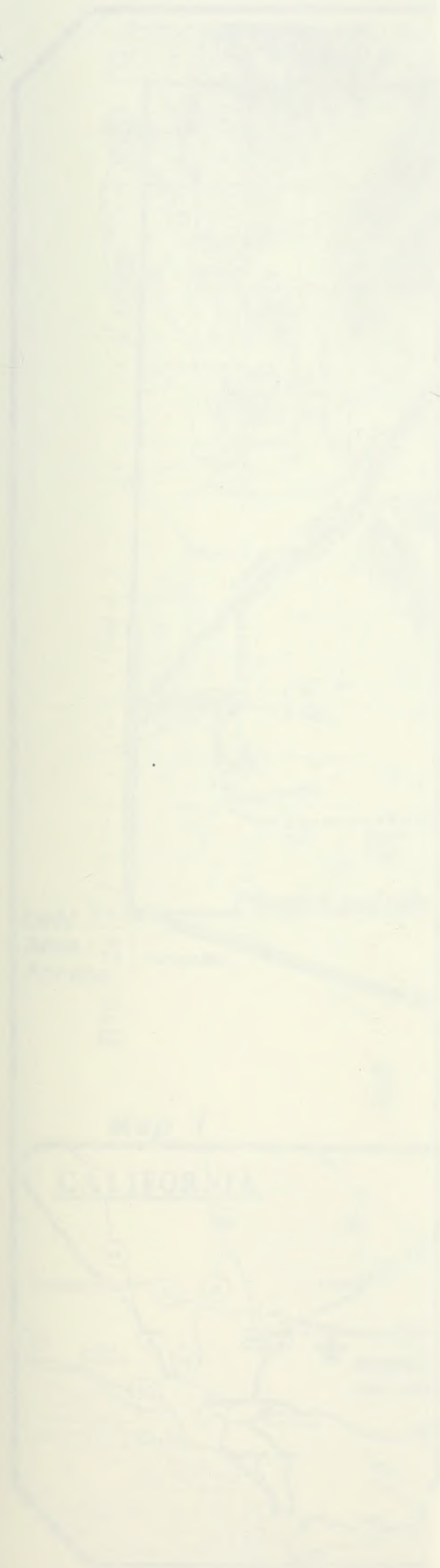
Copies of the report will be sent to the USFWS and CDFG.







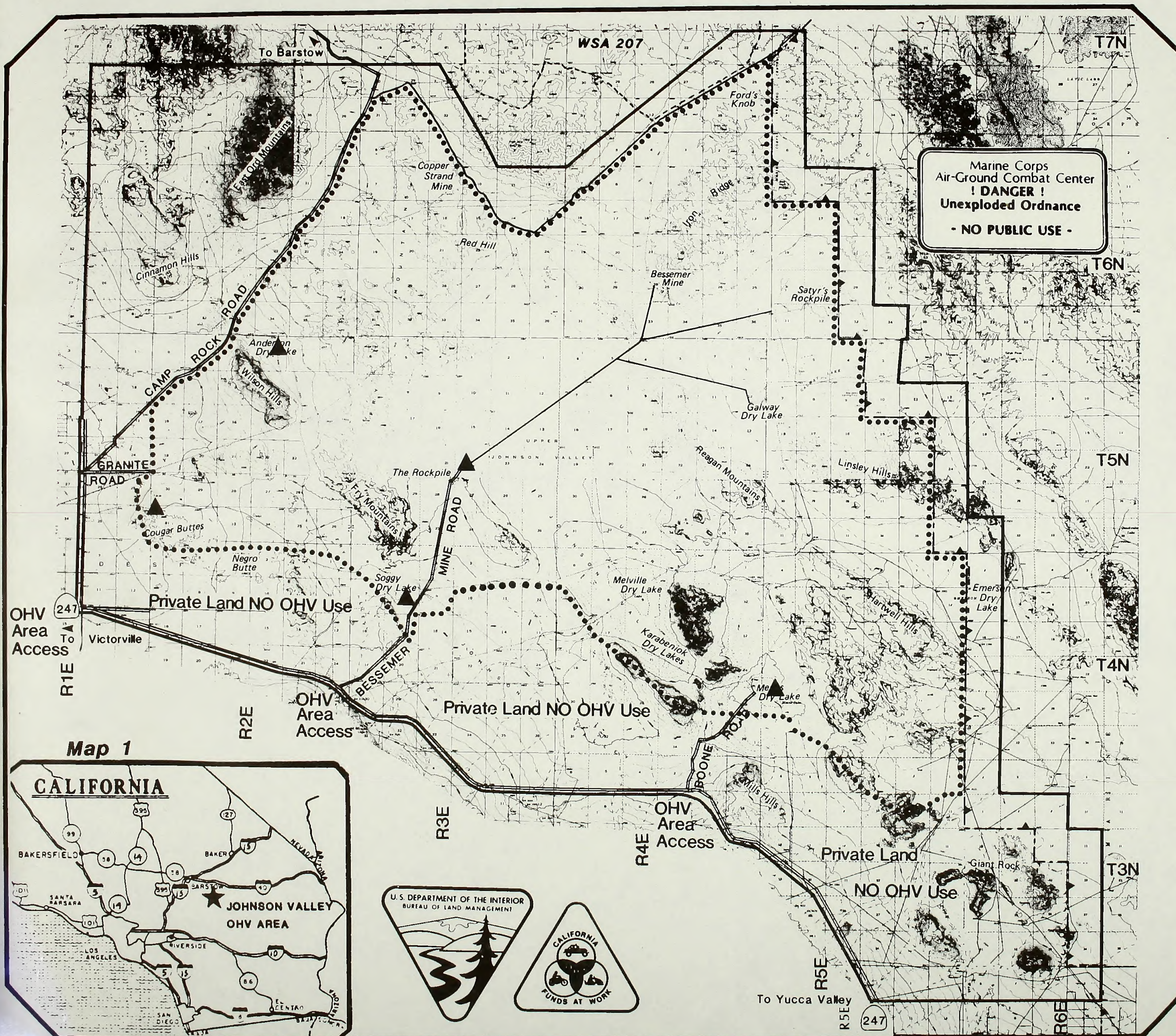
# MAPS











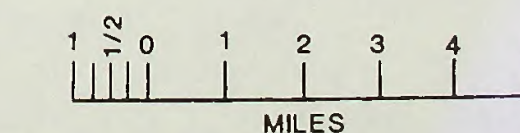
# Johnson Valley Off Highway Vehicle Area MANAGEMENT PLAN

PLANNING AREA —————

OFF HIGHWAY  
VEHICLE AREA .....

MILITARY  
BOUNDARY - - - - -

EXISTING STAGING  
AREA ▲



**Bureau of Land Management  
California Desert District  
Barstow Resource Area**



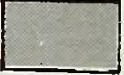


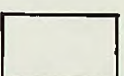








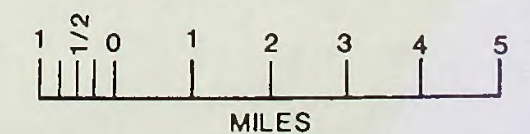
# Johnson Valley Off Highway Vehicle Area

## MANAGEMENT PLAN

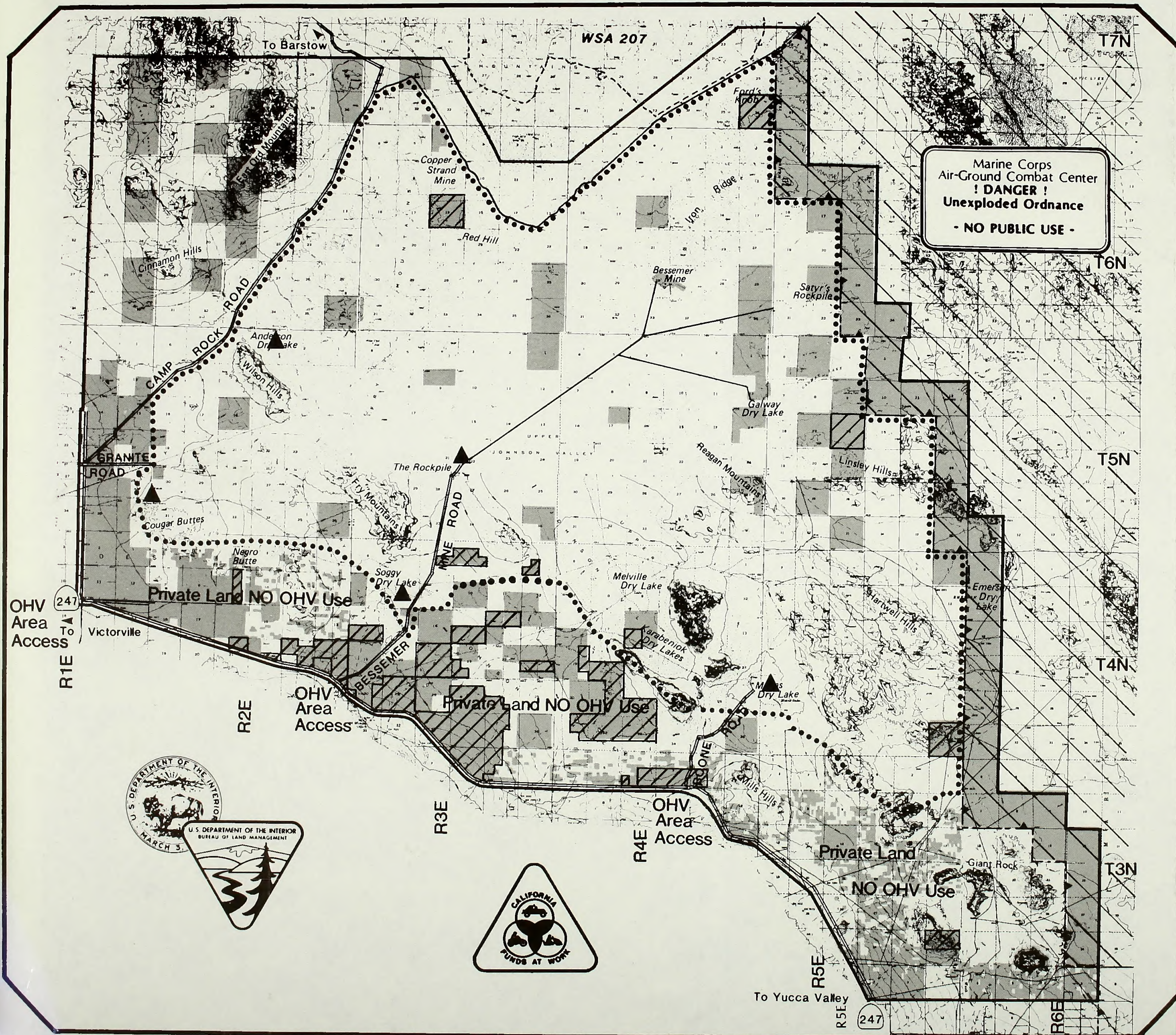
### LAND OWNERSHIP

Private	
State	
Military	
BLM	

PLANNING AREA	
OFF HIGHWAY VEHICLE AREA	
MILITARY BOUNDARY	
EXISTING STAGING AREA	



Bureau of Land Management  
California Desert District  
Barstow Resource Area








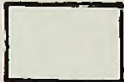









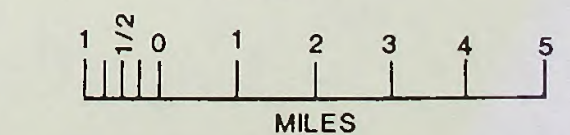
# Johnson Valley Off Highway Vehicle Area

## MANAGEMENT PLAN

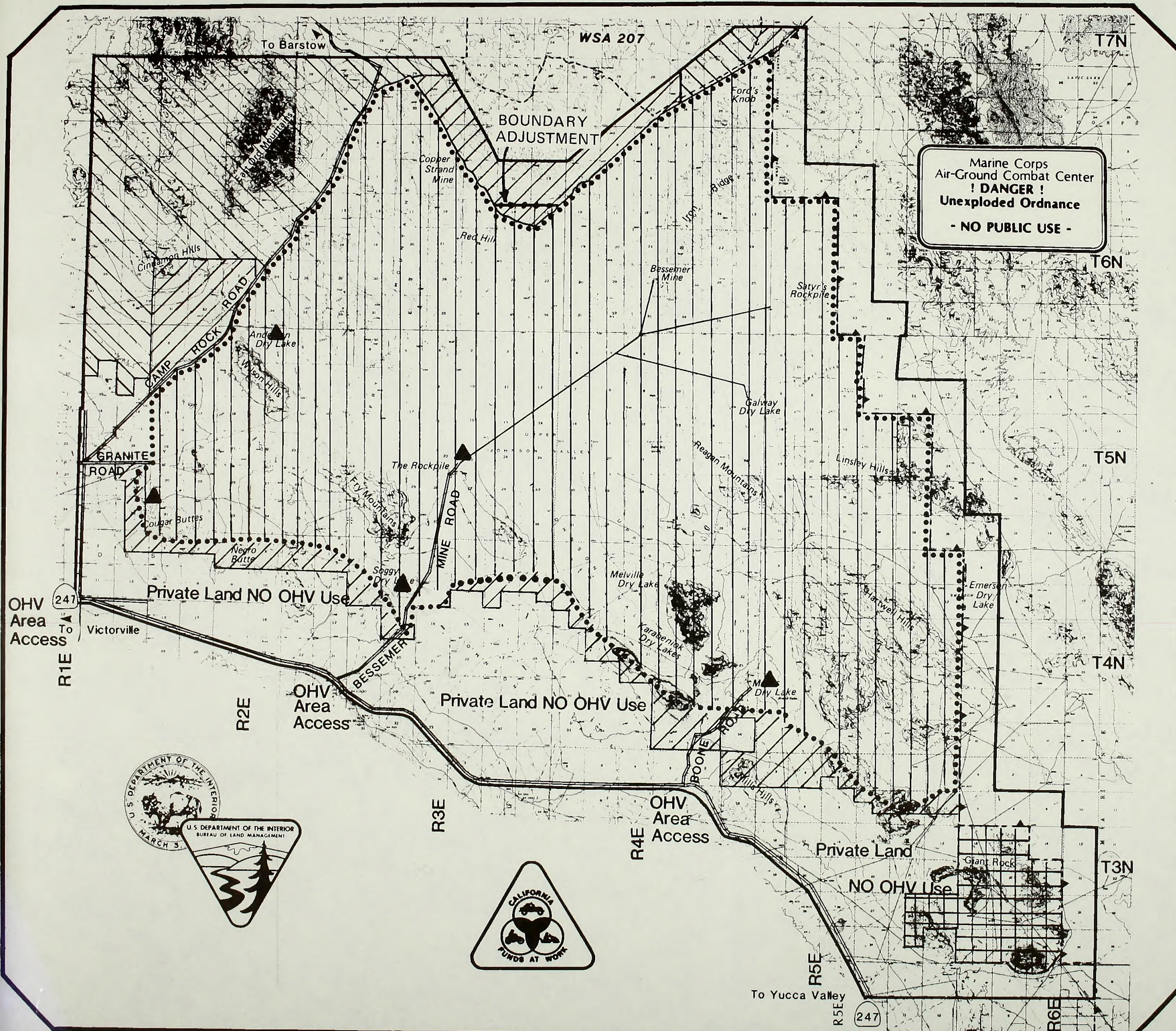
### LAND CLASSIFICATION

- Class L Limited 
- Class M Moderate 
- Class I Intensive 
- Unclassified 
- Proposed Land Transfer 

- PLANNING AREA 
- OFF HIGHWAY VEHICLE AREA 
- MILITARY BOUNDARY 
- EXISTING STAGING AREA 



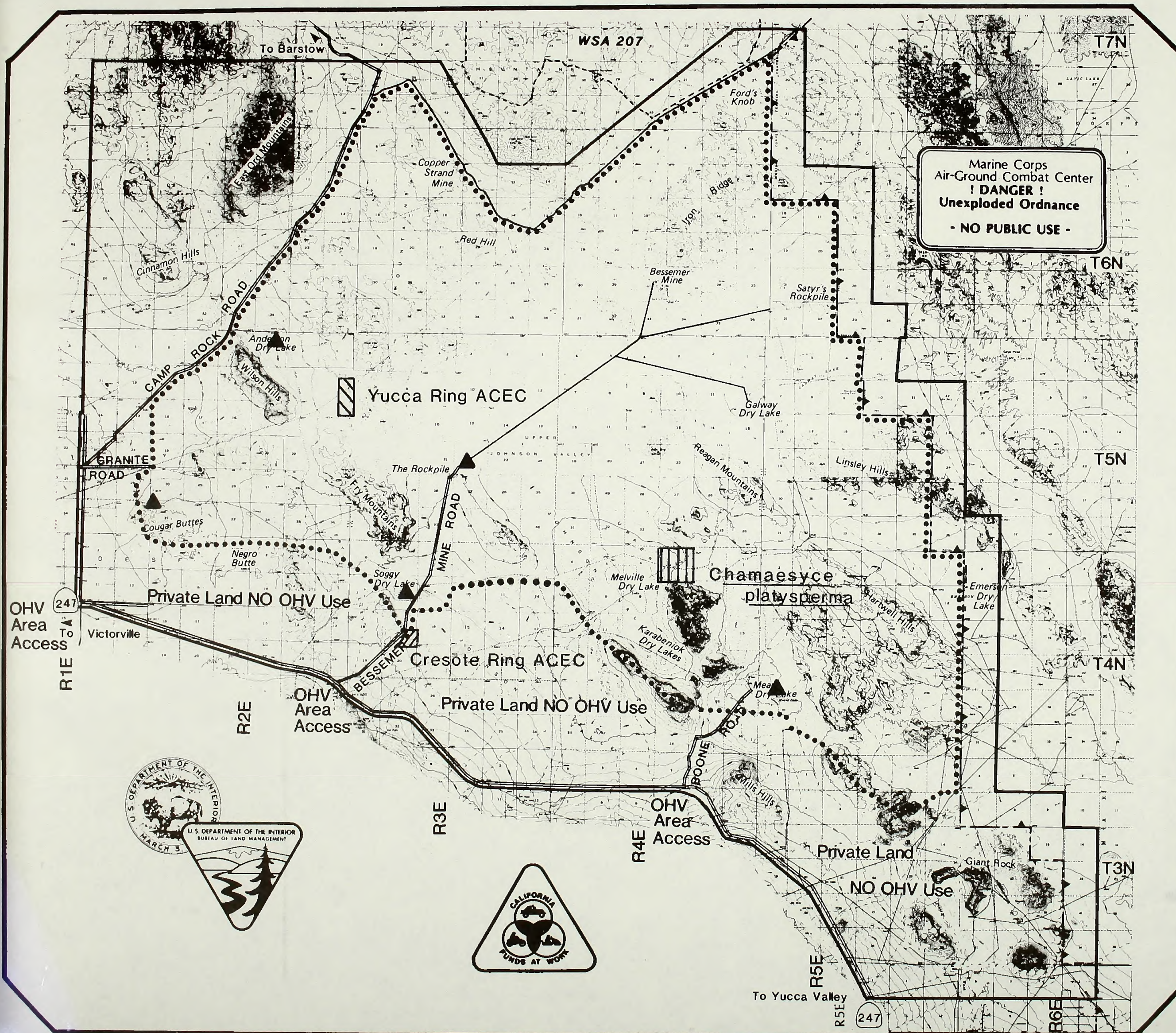
Bureau of Land Management  
California Desert District  
Barstow Resource Area







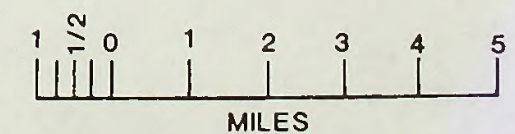
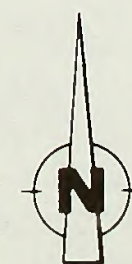




# Johnson Valley Off Highway Vehicle Area MANAGEMENT PLAN

ACEC  
Area of Critical Environmental Concern

- PLANNING AREA ———
- OFF HIGHWAY VEHICLE AREA .....
- MILITARY BOUNDARY - - - - -
- EXISTING STAGING AREA ▲

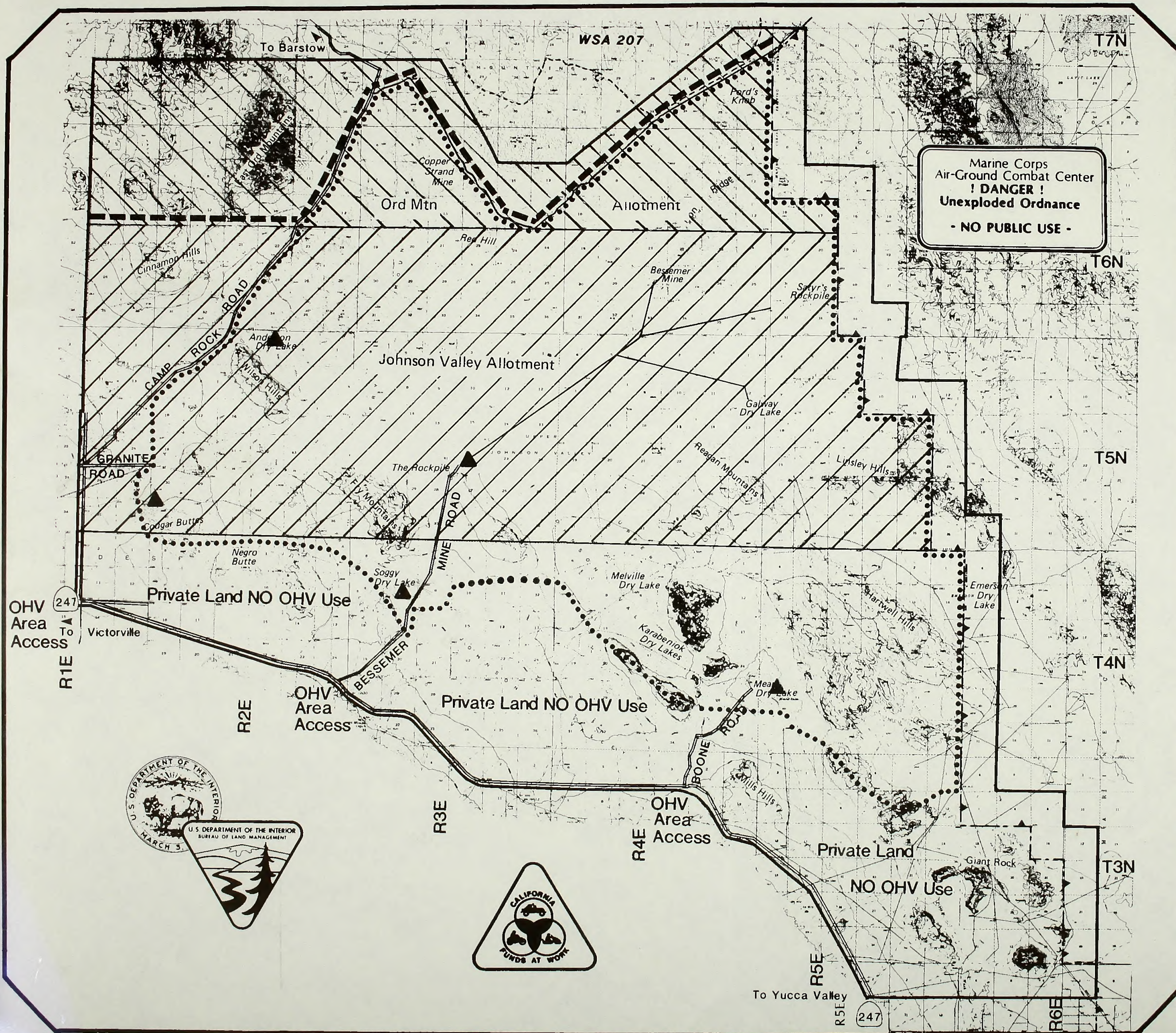


Bureau of Land Management  
California Desert District  
Barstow Resource Area









# Johnson Valley Off Highway Vehicle Area

## MANAGEMENT PLAN

### GRAZING ALLOTMENTS

Ord Mountain Allotment

Johnson Valley Allotment

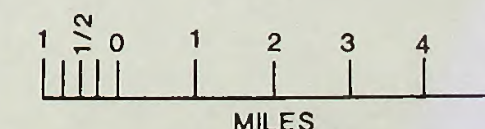
Cattle Drift Fence  
(Proposed)

PLANNING AREA

OFF HIGHWAY  
VEHICLE AREA

MILITARY  
BOUNDARY

EXISTING STAGING  
AREA

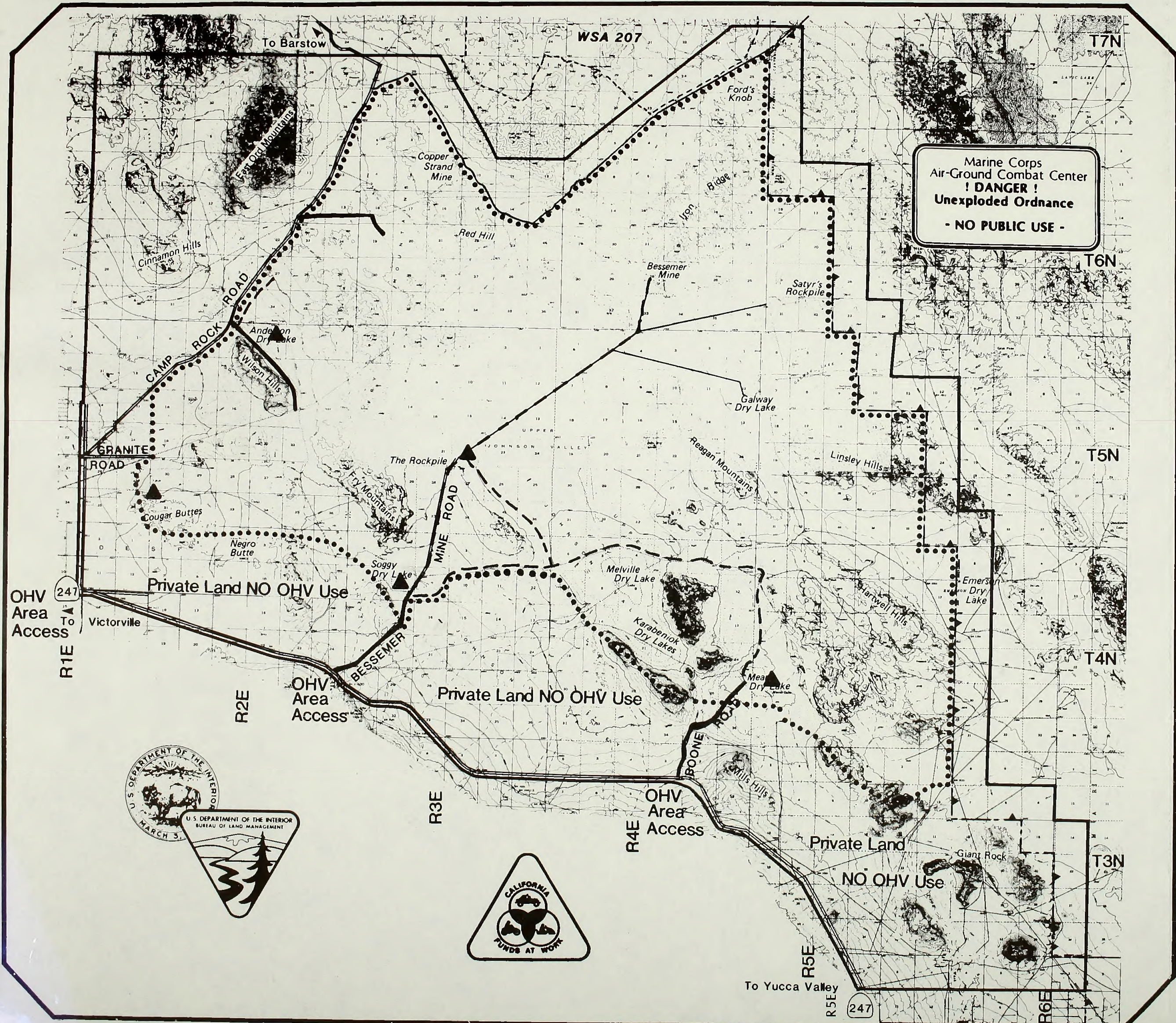


Bureau of Land Management  
California Desert District  
Barstow Resource Area









Johnson Valley  
Off Highway Vehicle  
Area

MANAGEMENT PLAN

PRIMARY ACCESS SYSTEM

Road Construction ———

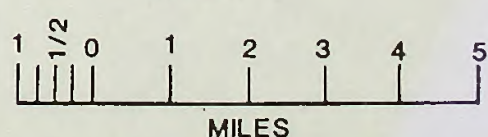
Grading and Road  
Improvements - - - - -

PLANNING AREA ———

OFF HIGHWAY  
VEHICLE AREA .....  
N

MILITARY  
BOUNDARY —▲—▲—▲—

EXISTING STAGING  
AREA ▲



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California Desert District  
Barstow Resource Area







# Johnson Valley Off Highway Vehicle Area

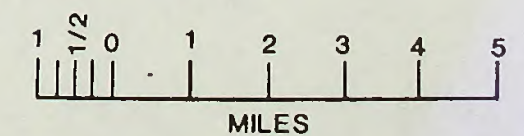
MANAGEMENT PLAN

RECREATIONAL  
IMPROVEMENTS

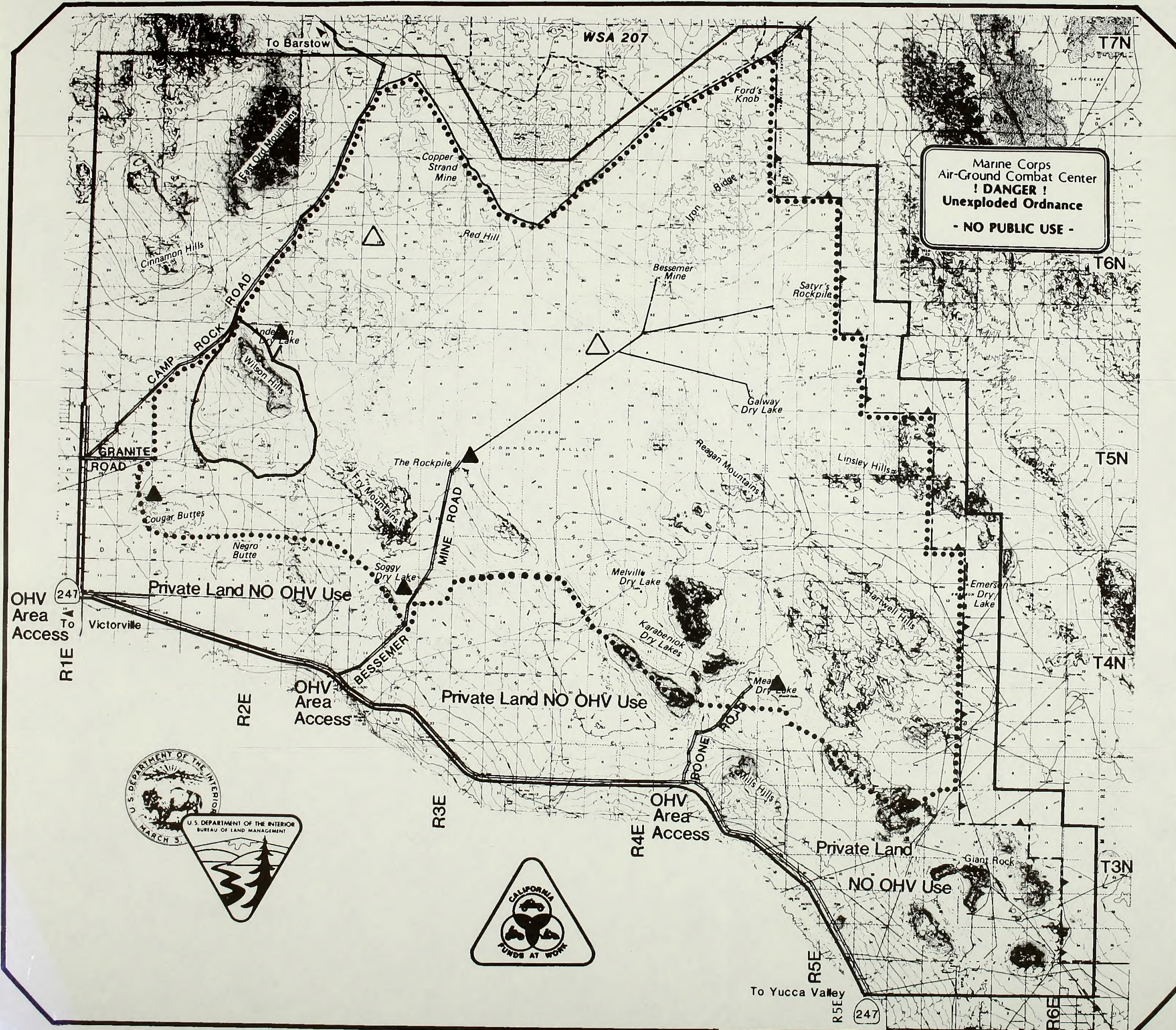
Proposed  
Loop Trail

Proposed  
Staging/Camping Area

PLANNING AREA  
OFF HIGHWAY  
VEHICLE AREA  
MILITARY  
BOUNDARY  
EXISTING STAGING  
AREA



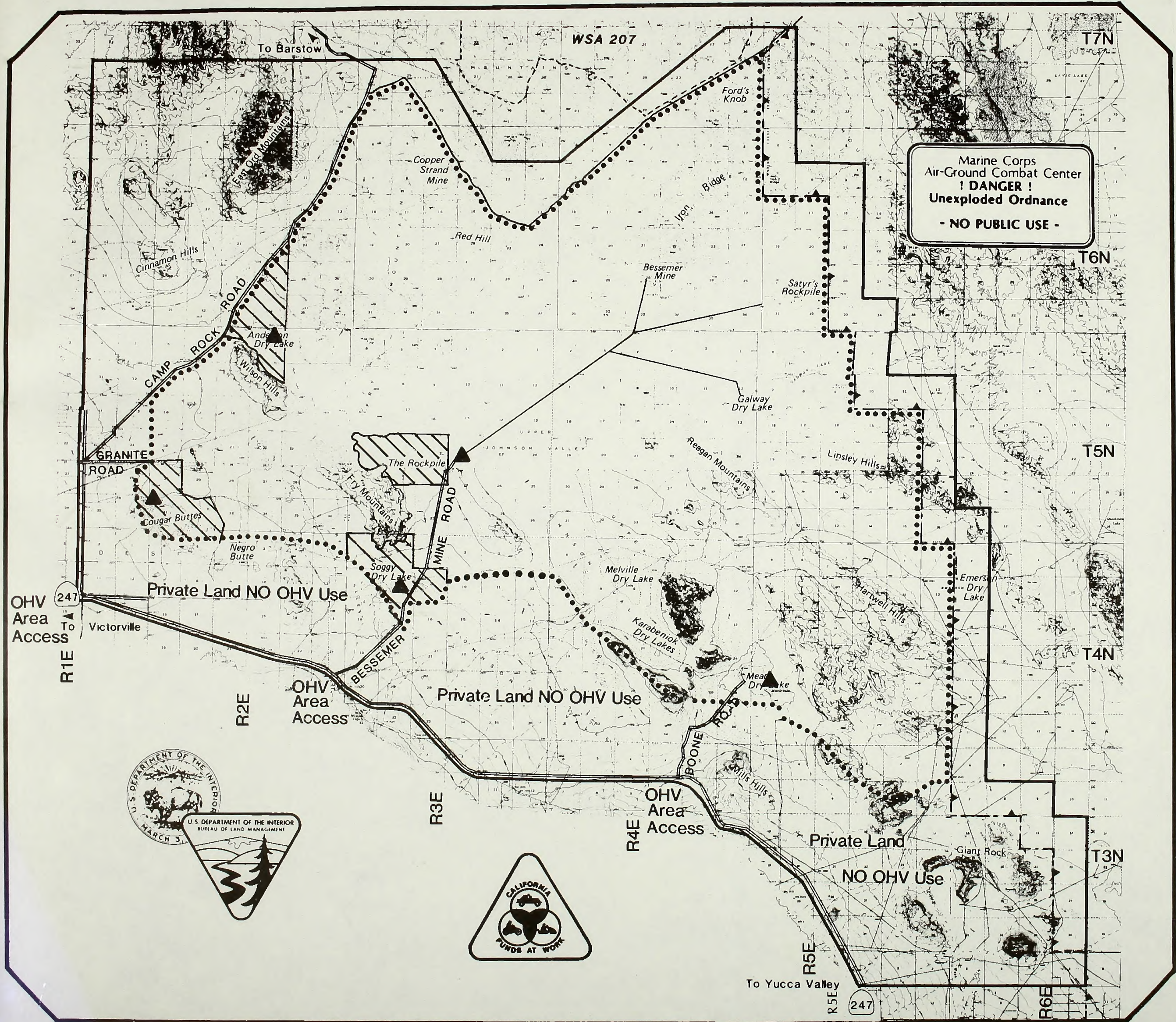
Bureau of Land Management  
California Desert District  
Barstow Resource Area







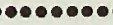




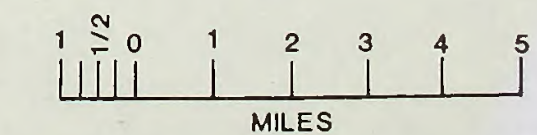




Johnson Valley  
Off Highway Vehicle  
Area  
MANAGEMENT PLAN

RIGHT-OF-WAY  
RESERVATIONS 

- PLANNING AREA 
- OFF HIGHWAY VEHICLE AREA 
- MILITARY BOUNDARY 
- EXISTING STAGING AREA 

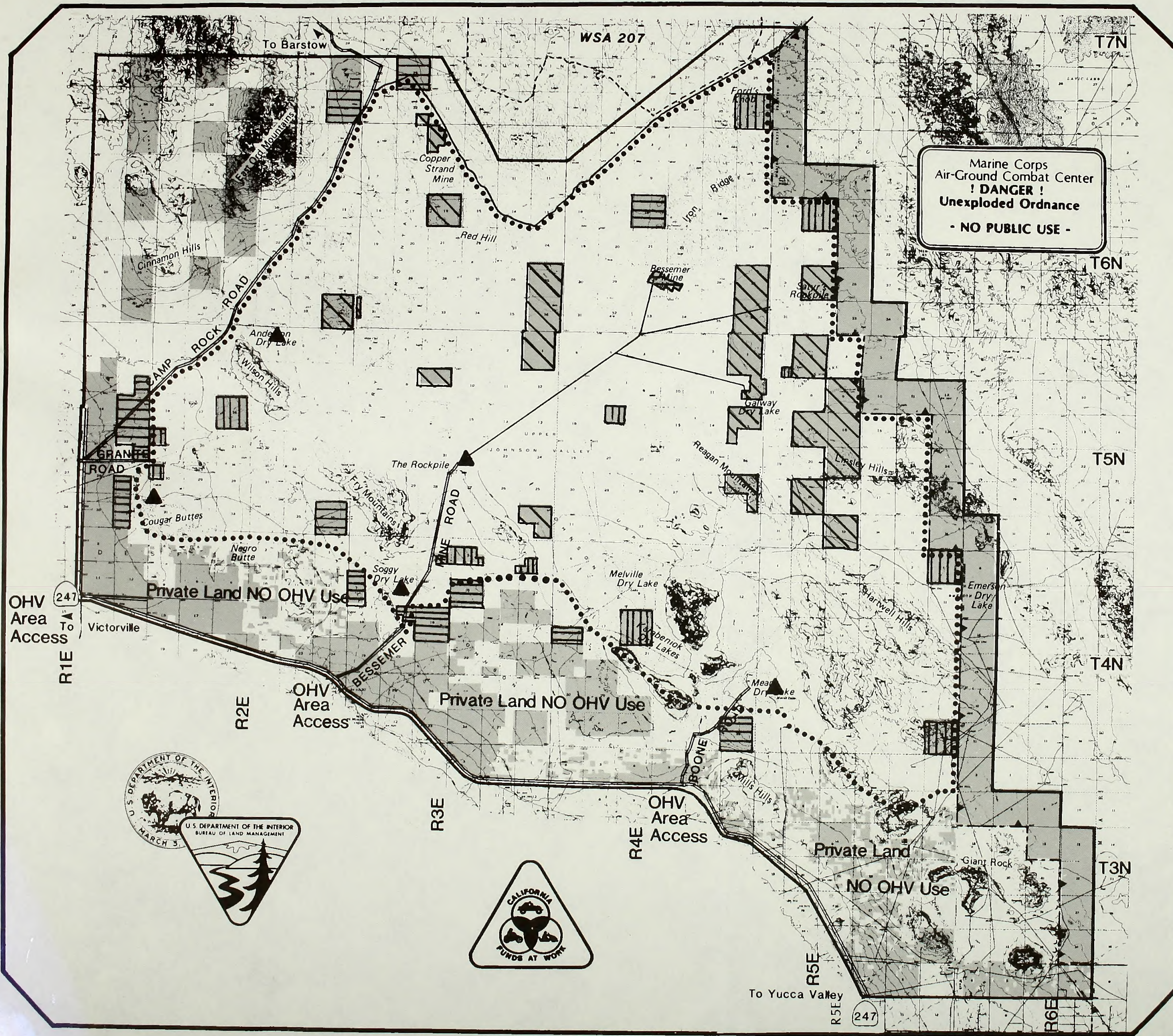


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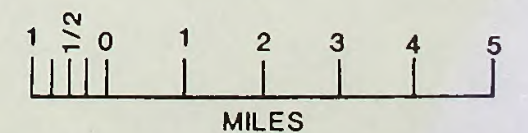
# Johnson Valley Off Highway Vehicle Area

## MANAGEMENT PLAN

## LAND ACQUISITION

- Low Priority 
- Medium Priority 
- High Priority 

- PLANNING AREA 
- OFF HIGHWAY VEHICLE AREA 
- MILITARY BOUNDARY 
- EXISTING STAGING AREA 

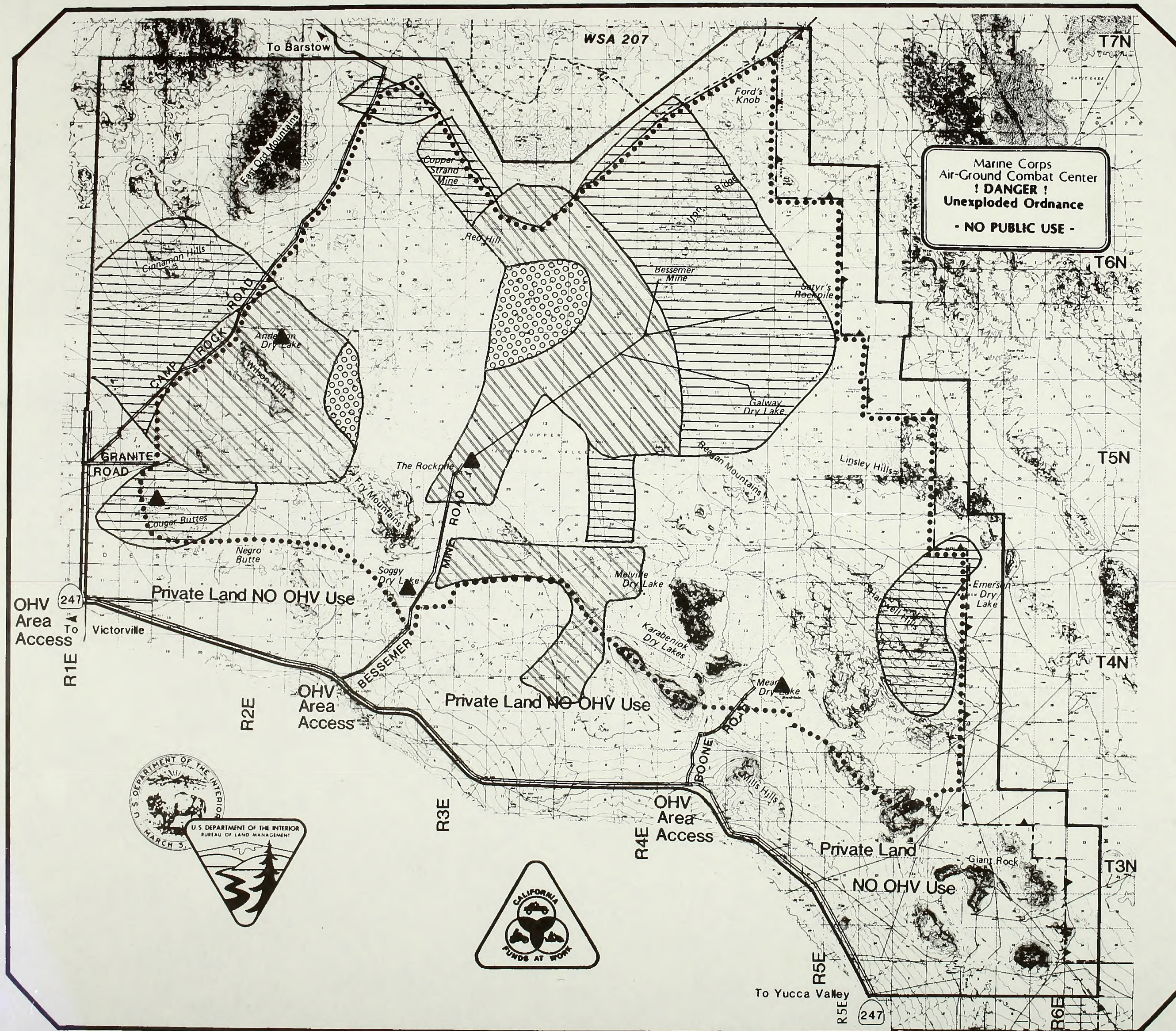


Bureau of Land Management  
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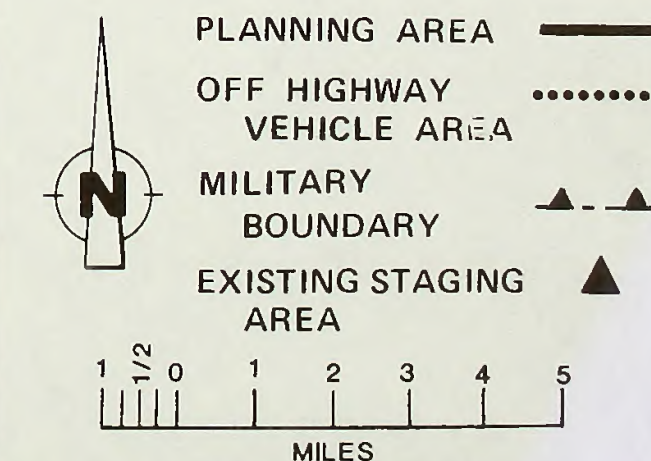


# Johnson Valley Off Highway Vehicle Area

## MANAGEMENT PLAN

### ESTIMATED DESERT TORTOISE DENSITY (Berry, 1984)

0 to 20	
20 to 50	
50 to 100	
100 to 250	



Bureau of Land Management  
California Desert District  
Barstow Resource Area







## Appendices



## Appendices



## **APPENDIX 1**

### **ORGANIZED EVENT DESCRIPTION**

#### **ENDUROS**

Enduros are speed-controlled, timed events, with two or three loops, totaling 60 to 90 miles, respectively. Starts are staggered, with two-to-six riders per 30 seconds (or, in some instances, two-to-six riders per minute) to maintain low-impact starting areas. The course is divided into sections, each with a preassigned travel time. The test of skill is to travel these sections at a precise speed to capture the preassigned time. Also, the rider must remain on the course to obtain the registered mileage.

The rider with the closest speed/time/mileage combination for the entire course to the preassigned combination wins the enduro. On average, enduros take approximately five to seven hours to complete. They require primary staging and pit areas and several check-points along the course. These events can draw 500 to 1000 participants, with up to 3500 spectators and support people in attendance.

#### **HARE AND HOUND**

"Hare and hound" races are all-out speed contests. These events may be established on two 40-mile loops, or on a point-to-point run. The race begins with two, mass starting waves. Point-to-point winners are those riders who cross the finish line first. If the race consists of two 40-mile loops, each loop is traversed once, with the winner being the first over the finish line. Approximately, 1/2 of the participants, the beginners and the novices, will complete only one loop. On the average, hare and hound races take approximately three hours to complete. These events require a principal staging area and pit areas, and sometimes an alternate pit area, depending on the length of the loops. Hare and hound races draw 300 to 500 participants, with up to 1800 spectators and support people often attending.

#### **HARE SCRAMBLES**

Hare scrambles are the same as hare and hound races, except they have one 30-to-45 mile loop, traversed two or more times.

#### **EUROPEAN SCRAMBLES**

European scrambles are contests of speed, traversing one loop, 6 to 16 miles long. Mass starts include 30 to 60 riders per start. These riders race a minimum of one half hour (and a maximum of one hour), then leave the course, and another start is initiated with other riders. This process is continued until all participants have raced. The rider with the most laps within the allotted hour wins. Generally, these events take approximately eight hours to conclude. European scrambles need a primary staging area, but do not require standard pit areas. They draw 400 to 500 participants with up to 1800 spectators and support people.



## **TRIALS**

Trials are timed events requiring low speeds, on an 8 to 10 mile course. Riders start individually and are staggered to ensure adequate spacing between them. Trial courses demand extraordinary rider balance and coordination to maneuver the specially-constructed motorcycle up and down rocks and boulders. "Special skills" test areas are laid out along the course where judges observe rider technique and deduct points for errors.

The rider with the closest course time to the predetermined finish time and the least amount of deductions wins the event. Trials usually take about eight hours, allowing time for all participants to finish. They require a primary staging area, but do not need standard pit areas. These events draw 120 to 130 participants, with up to 500 spectators and support people often in attendance.

## **RALLY**

Rallies are timed events with a wide variance in course length, ranging from 150 to 500 miles. Individual starts provide low impact starting areas and ample spacing between participants. The course is divided into sections, each with a preassigned travel time. Participants must traverse these sections at a precise speed to capture the preassigned time. Also, the rider must remain on the course to obtain the registered mileage. The course includes special skills areas where driving ability is put to the test.

The rider with the closest course speed/time/mileage combination to the predetermined finish combination wins the rally. The length and difficulty of the event determines its duration. Staging and pitting locations are established before the rally begins. These events draw 90 to 110 participants, with up to 400 spectators and support people.

## **CAR RACES**

Car races are high-speed events, covering 250 to 500 miles, and sometimes divided into two loops. Timed starts, with one person leaving at a time, maintain a low impact starting area. Participants travel the loop or loops until the required mileage is obtained. The driver with the fastest time in gaining this mileage wins the race. Depending on racing conditions, these events take from eight to sixteen hours for completion. The primary staging/camping and pit area is typically located close to the start/finish area. Several other pits and check-points are placed further down the course. Four-wheel-drive races are very popular, attracting some 300 to 400 participants, with up to 20,000 spectators and support people.

## **POKER RUN**

The "poker run" event is an OHV card game. They are normally club-oriented, and are often held to raise funds for charitable foundations. Poker runs vary widely in the number of participants and course lengths. Starting one-person-at-a-time keeps impacts



to a minimum at the start area, and allows ample space between riders. The participants stop at several check-points on the course to obtain playing cards. The number of check-points depends on the card game being played (five, for example, for five card stud). After completion of the run, usually about six hours long, the riders lay out their playing cards, and the one with the best hand wins.



to a number of the most important and most valuable of the world's resources. The most important of these resources are the world's forests, which are the source of the world's timber, and the world's fisheries, which are the source of the world's food. The world's forests are being destroyed at a rapid rate, and the world's fisheries are being overfished. This is a serious problem, and it is one that must be solved if the world is to have a future.

The world's forests are being destroyed at a rapid rate. This is due to a number of factors, including the need for land for agriculture, the need for land for development, and the need for land for logging. The world's fisheries are being overfished, which is due to the need for food and the need for income. This is a serious problem, and it is one that must be solved if the world is to have a future.

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## APPENDIX 2

### VISITOR USE DATA

Three sources of information provided visitor use data for this Plan, including the Johnson Valley OHV Area Visitor Survey published by the California Off-Road Vehicle Association (CORVA), visitor contacts made at the OHV area during 1987, and statistics from the Special Recreation Permit system.

#### ORGANIZED EVENTS

The following tables indicate the variety and number of organized events and associated visitor use estimates from 1983 to 1989. Special Recreation Permits provide the type and number of events, number of participants, and estimates for the number of spectators. To estimate the number of spectators at an event, the number of participants is multiplied by 3.5. This method provides an adequate estimation of spectators for all events except the "Mojave 250" (an annual car/truck race), which typically attracts ten times as many people to the area as other races do.

Another useful aid for determining the amount of recreation use in a particular area is the "visitor use day" (abbreviated VUD). A visitor use day is equal to 12 visitor hours spent on-site by a person engaged in recreational activities. Visitor use days for the OHV area were calculated by multiplying the average visitor use days-per-visitor for the area (2.5) by the number of estimated event spectators.



### 1983 Organized Events

<u>Event</u>	<u># Events</u>	<u>Participants</u>	<u>Est. # Spectators</u>	<u>Est. VUDs</u>
Hare				
& Hound	17	6,000	21,000	52,500
Enduro	8	4,180	14,630	36,575
Race cars	<u>1</u>	<u>120</u>	<u>420</u>	<u>1,050</u>
Total	26	10,300	36,050	90,125

### 1984 Organized Events

<u>Event</u>	<u># Events</u>	<u>Participants</u>	<u>Est. # Spectators</u>	<u>Est. VUDs</u>
Hare				
& Hound	12	5,400	18,900	47,250
Enduro	4	1,915	6,703	16,758
Rally	1	125	438	1,095
Trials	1	85	298	745
Race cars	<u>1</u>	<u>300</u>	<u>1,050</u>	<u>2,625</u>
	19	7,825	27,389	68,473

### 1985 Organized Events

<u>Events</u>	<u># Events</u>	<u>Participants</u>	<u>Est. # Spectators</u>	<u>Est. VUDs</u>
Hare				
& Hound	13	5,600	19,600	49,000
Enduro	5	1,750	6,125	15,313
Rally	1	120	420	1,050
Race cars	<u>1</u>	<u>300</u>	<u>1,050</u>	<u>2,625</u>
Total	20	7,770	27,195	67,988

### 1986 Organized Events

<u>Events</u>	<u># Events</u>	<u>Participants</u>	<u>Est. # Spectators</u>	<u>Est. VUDs</u>
Hare				
& Hound	17	5,400	18,900	47,250
Enduro	7	2,450	8,575	21,438
Rally	1	300	1,050	2,625
Trials	1	120	420	1,050
Race cars	<u>1</u>	<u>300</u>	<u>1,050</u>	<u>2,625</u>
Total	27	8,570	29,995	74,988

### 1987 Organized Events

<u>Event</u>	<u># Events</u>	<u>Participants</u>	<u>Est. # Spectators</u>	<u>Est. VUDs</u>
Hare				
& Hound	19	9,500	33,250	83,125
Enduro	5	1,750	6,125	15,313
Rally	1	300	1,050	2,625
Trial	2	220	770	1,925
Race cars	<u>1</u>	<u>350</u>	<u>1,225</u>	<u>3,063</u>
Total	28	12,120	42,440	106,051



1988 Organized Events

<u>Event</u>	<u># Events</u>	<u>Participants</u>	<u>Est. # Spectators</u>	<u>Est. VUDs</u>
Hare				
& Hound	10	4,480	15,680	39,200
Scrambles	4	1,915	6,703	16,758
Enduro	5	1,740	6,090	15,225
Rally	1	250	875	2,188
Trial	4	390	1,365	3,413
Race cars	<u>1</u>	<u>280</u>	<u>980</u>	<u>2,450</u>
Total	25	9,060	31,693	79,234

1989 Organized Events

<u>Event</u>	<u># Events</u>	<u>Participants</u>	<u>Est. # Spectators</u>	<u>Est. VUDs</u>
Hare				
& Hound	7	2,910	10,185	25,463
Scrambles	5	2,520	8,820	22,050
Enduro	6	1,710	5,985	14,963
Rally	1	305	1,068	2,670
Trial	7	565	1,976	4,940
Race cars	<u>1</u>	<u>297</u>	<u>1,040</u>	<u>2,600</u>
Total	27	8,307	29,074	72,686



## GENERAL VISITOR USE

### Percentage of visitors per month

Month	Percent
-------	---------

January	9.0
February	9.0
March	10.0
April	11.0
May	9.0
June	8.0
July	7.0
August	9.0
September	6.0
October	9.0
November	7.0
December	<u>6.0</u>
	100.0

### Average length of visit

Length of Stay	Organized Event %	Unorganized Outings %
1 Day	7.0	17.0
2-3 Days	83.0	78.0
4-7 Days	<u>10.0</u>	<u>5.0</u>
	100.0	100.0

### Average number of visits per year

Number of Visits	Organized Events %	Unorganized Outing %
1	15.0	8.0
2-3	13.0	21.0
4-6	7.0	5.0
7-11	7.0	6.0
>11	<u>58.0</u>	<u>50.0</u>
	100.0	100.0

### Average number of visitors per camp

Number of Visitors	Organized Events %	Unorganized Outing %
1-2	1.0	1.0
3-5	13.0	8.0
6-10	19.0	27.0
11-20	19.0	31.0
21-30	29.0	33.0
>30	<u>19.0</u>	<u>0.0</u>
	100.0	100.0

### Distance traveled by visitors

Distance Traveled (miles)	Percentage of Visitors
0-50	6.0
50-100	45.0
100-150	<u>49.0</u>
	100.0



**APPENDIX 3**  
**LOCATION AND RESULTS OF DESERT TORTOISE TRANSECTS**  
**IN THE JOHNSON VALLEY OHV PLANNING AREA**

MAP NAME	TRANSECT NUMBER	TRANSECT LOCATION	DATE	BUR.	SCAT	LIVE SHELL	TRACK
LUCERNE VALLEY, 15'							
	1507	4N/2E/20	11/79	13	1-4	0	0
	1508	4N/2E/22	11/79	1	1-4	0	0
	1107	4N/2E/6	8/78	1	1-4	0	0
	1487	5N/1E/34	9/79	0	0	0	0
	1486	5N/1E/26	9/79	0	1-4	0	0
	**1485	5N/1E/25	9/79	4	1-4	2L	1
ORD MOUNTAIN, 15' / ORD MOUNTAIN, 7.5'							
	1152	6N/1E/1	9/78	0	0	0	0
	243	7N/1E/22	10/77	0	0	0	0
	1151	7N/1E/23	9/78	0	0	0	0
GRAND VIEW, 7.5'							
	**1484	5N/2E/20	9/79	3	5-10	L	1
	**1154	5N/2E/30	9/78	8	5-10	L/S	0
	**1483	5N/2E/21	9/79	1	1	S	0
	**1482	5N/2E/15	9/79	4	4	2L	0
	**250	5N/2E/7	10/77	8	5-10	S	0
	244	6N/1E/13	10/77	1	1-4	0	0
	1166	6N/1E/14	10/78	3	5-10	0	0
	**262	6N/2E/33	6/77	1	0	2S	0
	*1153	6N/2E/28	9/78	1	5-10	0	0
	**249	6N/2E/15	10/77	1	1-4	S	0
RODMAN MOUNTAIN, 15' / CAMP ROCK, 7.5'							
	**1449	6N/3E/4	9/79	0	0	L	0
	1462	7N/2E/25	9/79	0	0	0	0
	1463	7N/2E/23	9/79	0	0	0	0
	1464	7N/2E/14	9/79	0	0	0	0
	*1448	7N/3E/32	9/79	0	0	0	0
	**1461	7N/3E/29	9/79	3	0	L	0
	264	7N/3E/19	6/77	0	0	0	0
SILVER BELL MINE, 7.5'							
	*1161	6N/4E/8	10/78	3	5-10	0	0
	**110	7N/4E/26	8/77	1	1-4	S	0
	114	7N/4E/30	8/77	0	0	0	0
	115	7N/4E/24	8/77	1	1-4	S	0
FRY MOUNTAIN, 7.5'							
	*1477	5N/3E/22	9/79	0	0	0	0
	*1478	5N/3E/28	NO DATA RECORDED				
	*484	5N/3E/14	7/78	0	0	0	0
	*1442	5N/3E/13	9/79	3	1-4	0	1
	**1443	5N/3E/1	9/79	4	5-10	S	0
	**1510	5N/3E/16	11/79	3	1-4	2S	0

NOTE: \* transects located in or within one mile of the OHV area  
 \*\* transects with tortoise sign.



MAP	TRANSECT	TRANSECT	DATE	BUR.	SCAT	LIVE	TRACK
NAME	NUMBER	LOCATION					SHELL
RODMAN MOUNTAIN, 15' / FRY MOUNTAIN, 7.5'							
	**1511	5N/3E/10	11/79	5	1-4	S	0
	**1512	5N/3E/2	?/79	3	5-10	L/S	0
	**1454	6N/3E/35	9/79	2	0	3L/3S	1
	**1164	5N/2E/11	10/79	6	5-10	2L	0
	**1457	5N/2E/12	9/79	3	1-4	2L	0
	*1458	5N/2E/14	9/79	4	0	0	0
	*482	5N/3E/5	4/78	0	0	0	0
	**1456	5N/3E/7	9/79	0	1-4	S	0
	**263	6N/2E/14	8/77	0	0	4S	0
	**1452	6N/3E/35	9/79	1	1-4	2L	0
	**1453	6N/3E/34	9/79	2	1-4	L/2S	0
	*1445	6N/3E/25	9/79	12	10+	0	0
	**1451	6N/3E/23	9/79	3	5-10	L/S	3
	*1447	6N/3E/22	9/79	3	1-4	0	0
	**1450	6N/3E/10	9/79	2	1-4	2L	0
	*1165	6N/3E/13	10/78	0	0	0	0
	*1455	6N/3E/32	9/79	1	0	0	2
IRON RIDGE, 7.5'							
	**1441	5N/3E/1	9/79	7	5-10	2L	4
	*1517	5N/3E/1	12/79	2	5-10	0	0
	*1476	5N/3E/13	9/79	2	0	0	0
	*1514	5N/4E/20	12/79	2	1-4	0	0
	*1475	5N/4E/17	9/79	7	1-4	0	0
	**1513	5N/4E/17	11/79	2	0	S	0
	*1426	UNABLE TO LOCATE					
	**1425	5N/4E/6	6/79	8	0	2L/S	0
	**756	5N/4E/4	10/78	1	5-10	S	0
	*1160	5N/4E/11	10/78	0	0	0	0
	**1162	5N/4E/5	10/78	2	5-10	S	0
	*1427	UNABLE TO LOCATE					
	**1446	6N/3E/36	9/79	8	5-10	2S	0
	**1437	6N/3E/36	9/79	8	1-4	S	9
	**1436	6N/3E/36	9/79	6	5-10	1L/3S	5
	*1429	UNABLE TO LOCATE					
	*1430	UNABLE TO LOCATE					
	**1434	6N/3E/36	9/79	9	5-10	L	3
	**1435	6N/3E/36	9/79	5	1-4	2S	8
	**483	6N/4E/36	4/78	1	0	S	0
	**1438	6N/3E/25	9/79	5	10+	S	9
	*1432	6N/3E/25	9/79	6	5-10	0	3
	**1433	6N/3E/25	9/79	4	5-10	L/S	1
	**1431	6N/3E/25	9/79	7	5-10	2L/S	3
	**1439	6N/3E/25	9/79	3	10+	L/2S	0
	**1440	6N/3E/25	9/79	0	10+	2S	3
	*1428	UNABLE TO LOCATE					



MAP NAME	TRANSECT NUMBER	TRANSECT LOCATION	DATE	BUR.	SCAT	LIVE	TRACK SHELL
OLD WOMAN SPRINGS, 15' / OLD WOMAN SPRINGS, 7.5'							
	*1010	4N/2E/1	6/78	1	5-10	0	1
	*757	4N/2E/2	10/78	0	0	0	0
	1509	4N/2E/25	11/79	1	1-4	L	0
	1569	4N/2E/25	11/80	0	1-4	0	0
	1570	4N/2E/25	11/80	1	0	0	0
	1571	4N/2E/25	11/80	3	1-4	L	0
	1572	4N/2E/25	11/80	5	1-4	S	0
	1573	4N/2E/25	11/80	3	0	0	0
	1574	4N/2E/25	11/80	0	0	0	0
	1481	4N/3E/19	9/79	0	0	0	0
	755	4N/3E/29	10/78	0	0	0	0
	*1009	4N/3E/17	6/78	0	0	0	0
	583	4N/3E/26	8/78	1	0	0	0
	*1480	4N/3E/9	9/79	0	0	0	0
	*1521	4N/3E/9	9/79	4	5-10	0	0
	*584	4N/3E/10	8/78	0	0	0	0
	**1520	4N/3E/2	12/79	1	1-4	S	0
	*1479	4N/3E/4	0.79	0	0	0	0
MELVILLE, 7.5'							
	753	3N/4E/5	10/78	0	0	0	0
	1519	4N/3E/24	12/79	1	1-4	2S	0
	*1007	4N/3E/13	6/78	1	0	0	0
	*1157	4N/4E/12	10/78	0	0	0	0
	*1109	4N/4E/36	8/78	0	0	0	0
	1163	4N/4E/30	10/78	0	0	0	0
	**1518	4N/4E/18	12/79	3	1-4	S	0
	*1516	4N/4E/5	12/79	0	0	0	0
	*1159	5N/4E/31	10/78	0	0	0	0
	*1515	5N/4E/32	12/79	2	0	0	0
	*1158	5N/4E/35	10/78	0	0	0	0
RATTLESNAKE CANYON, 7.5'							
	1549	3N/3E/10	6/80	5	1-4	L	0
	585	3N/3E/10	8/78	0	0	0	0
	1550	3N/3E/10	6/80	4	1-4	0	0
	754	3N/3E/10	10/78	3	1-4	0	0
	1547	3N/3E/10	6/80	4	1-4	2L	0
	1548	3N/3E/10	6/80	2	0	0	0
EMERSON LAKE, 15' / LANDERS, 7.5'							
	467	2N/6E/5	2/78	0	0	0	0
	*468	3N/5E/11	2/78	0	0	0	0
EMERSON LAKE, 7.5'							
	*1155	4N/5E/36	10/78	0	0	0	0
	*469	4N/6E/19	2/78	4	0	0	0
	*470	5N/5E/34	2/78	2	0	S	0
	*1156	5N/5E/29	10/78	0	0	0	0
LAVIC 15' / GALWAY 7.5'							
	1231	5N/6E/19	12/79	0	0	S	0
	232	5N/6E/35	12/79	0	0	0	0



NAME	NUMBER	DATE	TIME	PLACE	REMARKS
WILLIAM	1010	1950	10:00	1010	1010
WILLIAM	1011	1950	10:00	1011	1011
WILLIAM	1012	1950	10:00	1012	1012
WILLIAM	1013	1950	10:00	1013	1013
WILLIAM	1014	1950	10:00	1014	1014
WILLIAM	1015	1950	10:00	1015	1015
WILLIAM	1016	1950	10:00	1016	1016
WILLIAM	1017	1950	10:00	1017	1017
WILLIAM	1018	1950	10:00	1018	1018
WILLIAM	1019	1950	10:00	1019	1019
WILLIAM	1020	1950	10:00	1020	1020
WILLIAM	1021	1950	10:00	1021	1021
WILLIAM	1022	1950	10:00	1022	1022
WILLIAM	1023	1950	10:00	1023	1023
WILLIAM	1024	1950	10:00	1024	1024
WILLIAM	1025	1950	10:00	1025	1025
WILLIAM	1026	1950	10:00	1026	1026
WILLIAM	1027	1950	10:00	1027	1027
WILLIAM	1028	1950	10:00	1028	1028
WILLIAM	1029	1950	10:00	1029	1029
WILLIAM	1030	1950	10:00	1030	1030
WILLIAM	1031	1950	10:00	1031	1031
WILLIAM	1032	1950	10:00	1032	1032
WILLIAM	1033	1950	10:00	1033	1033
WILLIAM	1034	1950	10:00	1034	1034
WILLIAM	1035	1950	10:00	1035	1035
WILLIAM	1036	1950	10:00	1036	1036
WILLIAM	1037	1950	10:00	1037	1037
WILLIAM	1038	1950	10:00	1038	1038
WILLIAM	1039	1950	10:00	1039	1039
WILLIAM	1040	1950	10:00	1040	1040
WILLIAM	1041	1950	10:00	1041	1041
WILLIAM	1042	1950	10:00	1042	1042
WILLIAM	1043	1950	10:00	1043	1043
WILLIAM	1044	1950	10:00	1044	1044
WILLIAM	1045	1950	10:00	1045	1045
WILLIAM	1046	1950	10:00	1046	1046
WILLIAM	1047	1950	10:00	1047	1047
WILLIAM	1048	1950	10:00	1048	1048
WILLIAM	1049	1950	10:00	1049	1049
WILLIAM	1050	1950	10:00	1050	1050
WILLIAM	1051	1950	10:00	1051	1051
WILLIAM	1052	1950	10:00	1052	1052
WILLIAM	1053	1950	10:00	1053	1053
WILLIAM	1054	1950	10:00	1054	1054
WILLIAM	1055	1950	10:00	1055	1055
WILLIAM	1056	1950	10:00	1056	1056
WILLIAM	1057	1950	10:00	1057	1057
WILLIAM	1058	1950	10:00	1058	1058
WILLIAM	1059	1950	10:00	1059	1059
WILLIAM	1060	1950	10:00	1060	1060
WILLIAM	1061	1950	10:00	1061	1061
WILLIAM	1062	1950	10:00	1062	1062
WILLIAM	1063	1950	10:00	1063	1063
WILLIAM	1064	1950	10:00	1064	1064
WILLIAM	1065	1950	10:00	1065	1065
WILLIAM	1066	1950	10:00	1066	1066
WILLIAM	1067	1950	10:00	1067	1067
WILLIAM	1068	1950	10:00	1068	1068
WILLIAM	1069	1950	10:00	1069	1069
WILLIAM	1070	1950	10:00	1070	1070
WILLIAM	1071	1950	10:00	1071	1071
WILLIAM	1072	1950	10:00	1072	1072
WILLIAM	1073	1950	10:00	1073	1073
WILLIAM	1074	1950	10:00	1074	1074
WILLIAM	1075	1950	10:00	1075	1075
WILLIAM	1076	1950	10:00	1076	1076
WILLIAM	1077	1950	10:00	1077	1077
WILLIAM	1078	1950	10:00	1078	1078
WILLIAM	1079	1950	10:00	1079	1079
WILLIAM	1080	1950	10:00	1080	1080
WILLIAM	1081	1950	10:00	1081	1081
WILLIAM	1082	1950	10:00	1082	1082
WILLIAM	1083	1950	10:00	1083	1083
WILLIAM	1084	1950	10:00	1084	1084
WILLIAM	1085	1950	10:00	1085	1085
WILLIAM	1086	1950	10:00	1086	1086
WILLIAM	1087	1950	10:00	1087	1087
WILLIAM	1088	1950	10:00	1088	1088
WILLIAM	1089	1950	10:00	1089	1089
WILLIAM	1090	1950	10:00	1090	1090
WILLIAM	1091	1950	10:00	1091	1091
WILLIAM	1092	1950	10:00	1092	1092
WILLIAM	1093	1950	10:00	1093	1093
WILLIAM	1094	1950	10:00	1094	1094
WILLIAM	1095	1950	10:00	1095	1095
WILLIAM	1096	1950	10:00	1096	1096
WILLIAM	1097	1950	10:00	1097	1097
WILLIAM	1098	1950	10:00	1098	1098
WILLIAM	1099	1950	10:00	1099	1099
WILLIAM	1100	1950	10:00	1100	1100



## **APPENDIX 4 LAND ACQUISITION**

### **CDCA PLAN "JUSTIFICATION FOR LAND ACQUISITION"**

The Plan supports acquisition of non-Federal land through the following directives:

- a) Motorized-Vehicle Access Element, Goal 3: To reduce to the greatest possible degree conflicts among desert users.
- b) Motorized-Vehicle Access Element, Zone A - Open: Vehicles may travel anywhere within the area. This will apply to multiple-use classification Intensive and OHV designated Open.
- c) Land Tenure Adjustment Element, Goal 1: Establish a program that complements the objectives of other CDCA Plan elements by providing a land tenure program consistent with resource-management objectives.
- d) Land Tenure Adjustment Element, Goal 2: Establish a program for land conveyance that will provide for stable and beneficial patterns of public and private land use.
- e) Land Tenure Adjustment Element, Goal 3: Acquire land which is needed to provide for effective BLM management of existing public land and resources in the California Desert.

### **PHASE ONE ACTIONS**

- a) Estimate the value of non-Federal land, excluding State and the Catellus Development Corporation land within, and selected parcels adjacent to, the OHV area.
- b) Upon adoption of the Plan, draft a letter for each landowner describing the acquisition program. Request a reply stating their interest in selling or exchanging specified land.
- c) Analyze landowner input to establish method of acquisition.
- d) Adjust the initial acquisition priority schedule based on the landowner's interest in the program. Tentative priorities for the preceding years can be scheduled and modified to reflect additional landowner response.

### **INITIAL PRIORITIES**

Initial BLM priority for acquisition of non-Federal land within, and selected parcels adjacent to, the OHV area was established by determining parcel size, number of owners, location, and management needs (please see Map 10). Acquisition priorities will be adjusted after completing a land value appraisal. The method of acquisition, exchange, or purchase is determined by the landowner's desire and management capabilities. The following table indicates the legal description and initial priority for acquisition of non-Federal land, excluding that owned by the State or the Catellus Corporation.



TOWNSHIP	TOTAL RANGE	INITIAL SECTION	PARCEL#	TOTAL ACRES	INITIAL PRIORITY
7N	3E	29	527-041-11	640	L
		32	-19	040	H
	2E	36	416-191-20-23	160	L
6N	4E	36	527-161-18,19	320	H
		25	-7/8/9	640	H
		16	527-121-31,30	040	L
			-26,25	040	L
			-29,28	040	L
			-20,22	160	L
			-23	080	L
	3E	4	527-031-23	180	H
		31	527-011-2	041	H
		25	527-021-07	632	H
		36	-18	637	H
	2E	36	448-171-1/2	017	H
			-3	065	H
			-4	558	H
5N	5E	6	527-191-1	040	M
	4E	13	527-201-1	050	H
			-2	100	H
			-6	200	H
		1	527-181-8-10	047	H
			-20-23	047	H
			-12-14	040	H
			-16,17	040	H
			-18,15	069	H
			-19	040	H
	3E	36	527-241-6-8	040	H
			-5	160	H
			-3	080	H
			-10-12	020	H
			-13	020	H
			527-251-1	040	H
			-2	003	H
			-3	008	H
			-4	010	H
			-5	020	H
			527-261-6,7	020	H
		1	527-281-6	733	H
	2E	36	448-711-1	160	L
			-2	080	L
			-5	003	L
			-10,11	010	L
			-16,20	010	L



TOWNSHIP	RANGE	SECTION	PARCEL#	TOTAL ACRES	INITIAL PRIORITY
5N	2E	36	448-711-17-19	007	L
			-21	018	L
			448-721-1	040	L
			-4	020	L
			-6	160	L
			-7,9	010	L
			-10,11	010	L
			-12-23	005	L
		16	436-072-5	160	M
			-6	080	M
			-7,10	040	M
			-12,15	040	M
			-18	040	M
			-13,14	037	M
			-16,17	037	M
		19	452-071-18-20	040	M
			-50	010	M
			-52-54	010	M
		30	452-062-21	040	M
			-22,23	080	M
	1E	12	453-181-59/60	119	L
			-11	020	L
			-12	019	L
		13	452-172 40	005	L
		25	452-181 17	010	L
4N	4E	16	454-441-2,8	005	M
			-11	005	M
			-4,5	010	M
			-3	015	M
			-9,10	010	M
			-6	040	M
			-12-15	003	M
		18	454-431-9,11	080	L
			-21	040	L
			-24	041	L
			454-451-1-4	080	M
		36	454-401 16	010	L
			454-411 17	040	L
	3E	7	448-320-18	329	H
		16	448-311 19	040	L
		17	448-321-24	119	L
		10	-16	480	L
TOTAL ACRES				8,784	



State and Catellus Corporation land will be acquire through large exchange programs separate from other non-Federal land within the OHV area. It is more efficient to handle large amounts of land in this manner. The following table indicates the legal description and initial priority for acquisition of 3,220 acres of State land and 6,520 acres of land owned by the Catellus Corporation.

TOWNSHIP	RANGE	SECTION	ACRES	OWNERSHIP	INITIAL PRIORITY
7N	4E	36	640	<b>STATE</b>	M
6N	5E	29	640	Catellus	H
		17	640	Catellus	M
	3E	16	640	<b>STATE</b>	H
5N	5E	16	640	<b>STATE</b>	H
		5	640	Catellus	H
		9	640	Catellus	H
		17	640	Catellus	H
		21	640	Catellus	H
		29	640	Catellus	H
		33	640	Catellus	H
4N	5E	36	640	<b>STATE</b>	M
		1	640	Catellus	M
	4E	16	160	<b>STATE</b>	L
		25	280	Catellus	H
		17	160	Catellus	M
	3E	1	120	<b>STATE</b>	M
		3	300	<b>STATE</b>	M
		4	80	<b>STATE</b>	M
		9	<u>320</u>	Catellus	H

9740 TOTAL ACRES

TOTAL **STATE** ACRES 3220

TOTAL **CATELLUS** ACRES 6520

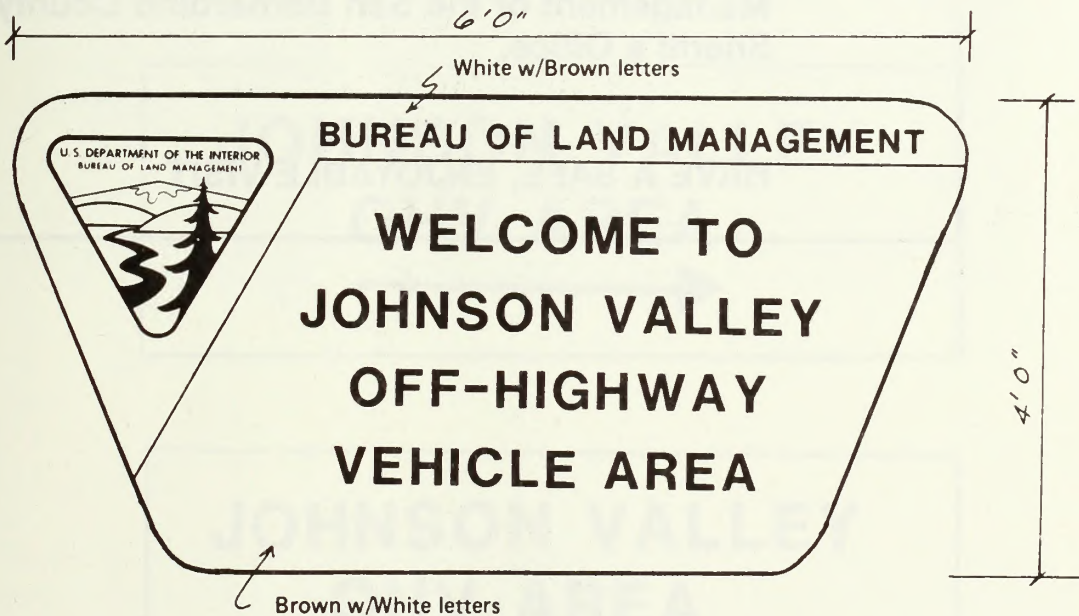


## APPENDIX 5 SIGN PLAN

The goal for this Sign Plan is to provide on-site visitor information for the enhancement of the individual's recreational experience, for visitor safety, and for the protection of sensitive natural resources. It is not the intention of this Plan to encourage sign clutter or excess language, but to communicate necessary information in a clear and appropriate manner.

### VISITOR ORIENTATION AND INFORMATION SIGNS

- 1) Install major visitor orientation **WELCOME** signs at the OHV area entrances on Camp Rock, Bessemer Mine, and Boone Roads. Also, install these signs at Anderson Dry Lake, Cougar Buttes, Rock Pile, and proposed staging areas as they are improved.





Located near this sign, a second sign, with the following information on it and rectangular in shape, will be placed:

### **RULES AND REGULATIONS**

**Respect the rights of private landowners.**

**Green Stickers must be affixed to all vehicles  
which are not street-legal.**

**Vehicles must be equipped with legal mufflers  
and approved spark arresters.**

**If you pack it in, pack it out. There is no  
garbage pickup or RV sewage dump in the  
OHV area. Please help keep it clean.**

**Do not harass livestock or wildlife.**

**Shotgun shooting only in this area.**

**Beware of open mine shafts.**

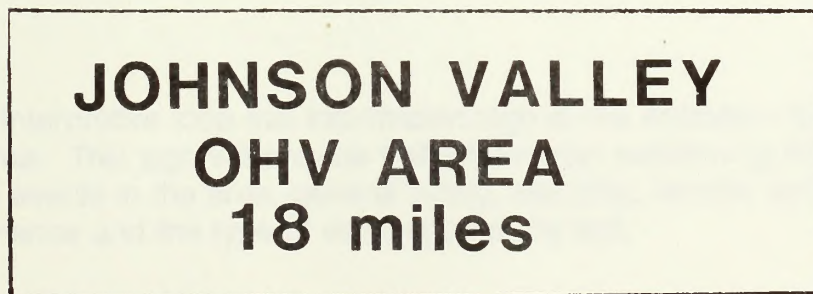
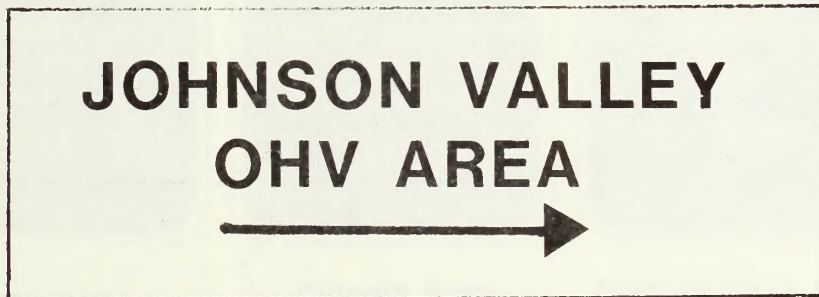
**Unexploded ordnance is very dangerous. Do not  
handle. Contact the Bureau of Land  
Management or the San Bernardino County  
Sheriff's Office.**

**HAVE A SAFE, ENJOYABLE VISIT**



## OHV AREA ACCESS SIGNS

- 2) Coordinate with the California Department of Transportation (Caltrans) to install and maintain standard OHV area directional/mileage signs at the Highway 18 exit on Interstate 15, 1000 feet before the intersections of Highways 18 and 247 in Lucerne Valley and 62 and 247 in Yucca Valley.
- 3) Coordinate with the Caltrans to install and maintain standard **OHV AREA ACCESS AHEAD** signs on the southside of Highway 247 before Green Rock Mine (20307) Road, northside of 247 before Mikisha (20089) and Darensett Roads and other residential roads on an as needed basis.
- 4) Coordinate with Caltrans to install and maintain standard **INTERSECTION AHEAD** warning signs before the OHV area access roads Camp Rock, Bessemer Mine and Boone.
- 5) Coordinate with Caltrans to post **OHV AREA ACCESS** signs on the southside of Highway 247 at the intersections of Camp Rock, Bessemer Mine and Boone Roads.





- 6) Place Johnson Valley Improvement Association **NO OHV AREA ACCESS** on private property only.
- 7) Place OHV area mileage signs at the Camp Rock and Harrod Roads intersection, Camp Rock Road (three miles north of the OHV area), Boone Road fork (one mile north of Highway 247), and Bessemer Mine Road, at the Highway 247 turn-off. In addition to this, place mileage signs at key locations within the OHV area indicating distance to principal features and staging areas. Examples include **ANDERSON DRY LAKE STAGING AREA 3 MILES** and **MELVILLE DRY LAKE 6 MILES**.

**OHV AREA  
3 miles**



## STANDARD BLM SIGNS

- 8) Install standard **15 MPH SPEED LIMIT** signs within 1/4 mile of designated staging areas on BLM-maintained roads.
- 9) Place **LEAVING OHV AREA/PLEASE DRIVE SAFELY** signs at the exit points on Camp Rock, Bessemer Mine and Boone Roads.
- 10) Post **OHV OPEN AREA** signs where roads cross over the OHV area boundary, or as needed.
- 11) Install **LIMITED USE AREA** signs on roads and trails, or as needed, where public land designated "OHV Use Limited" borders the OHV area.
- 12) Situate standard **CLOSED AREA** signs on roads and trails, or as needed, where public land designated closed to motorized use are located within the planning area.
- 13) Post standard **WILDERNESS STUDY AREA** signs on roads and trails leaving the OHV area, or as needed, along the OHV area and Rodman Mountains Wilderness Study Area boundary.
- 14) Place **LIVESTOCK GRAZING AREA** signs, along the southern Ord Mountain Grazing Allotment boundary, Camp Rock Road, Camp Rock and Fisher Springs wells and areas where grazing and OHV use conflicts have been reported.



Open Area



Closed Area



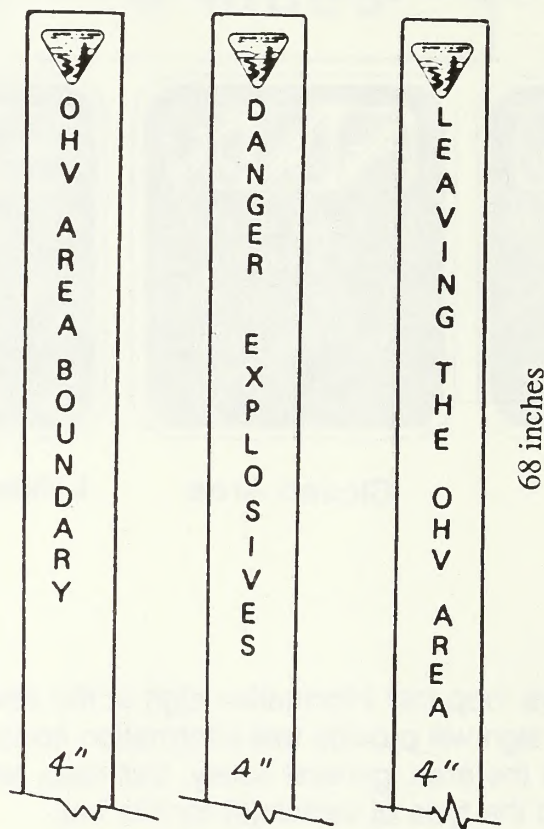
Limited Use Area

- 15) Place the interpretive loop trail information sign at the Anderson Dry Lake staging area. This sign will provide trail information concerning hazards of organized events in the area, general safety, trail map, terrain, length and level of maintenance and the type of vehicle(s) for the trail.



## FIBERGLASS POSTS AND MARKERS

- 16) Install flexible fiberglass trail markers on the interpretive trail, with symbols identifying trail and interpretive sites. Decals for hazards and type of vehicle(s) allowed on the trail will be standard recreation symbols.
- 17) Area boundary signs will be placed every quarter mile, or as needed. Sign the Area's northern and western boundaries with white fiberglass posts marked **OHV AREA BOUNDARY**. Public land adjacent to the southern boundary is closed to OHV use, and will therefore be marked **LEAVING THE OHV AREA/CLOSED TO OHV USE**. The eastern boundary, adjacent to the Marine Corps Air/Ground Combat Center, will be posted **DANGER EXPLOSIVES/CLOSED TO PUBLIC USE**. Camp Rock, Northside, Granite, Bessemer Mine, Boone and other county- and BLM-maintained roads will be posted with **STREET LEGAL VEHICLES ONLY** signs.





- 18) Place fiberglass signs around the perimeter of the reclamation project at Cinnamon Hills and Goat Springs, and reclamation information signs on the boundary where previous intensive OHV use has occurred. Install **DESIGNATED ROUTE** signs every quarter mile, or as needed, where routes enter the project areas, as well as in other appropriate locations.
- 19) Post privately-owned land within the open area with white fiberglass signs indicating **PRIVATE LAND BEHIND THIS MARKER**.

### MISCELLANEOUS SIGNS

- 20) Install **LITTER IS OBSCENE** or **PACK IT IN, PACK IT OUT**, signs on access roads, major staging areas, and other sites where litter is a problem.
- 21) Install **SHOTGUN SHOOTING ONLY** signs at the entrances to the OHV area along Camp Rock, Bessemer Mine, and Boone Roads. Install **NO HELMET, NO RIDE (ONE RIDER PER ATV)** signs at all major access points.
- 22) Upon completion of the northern OHV area boundary fence, place **END OF TRAIL** signs 100 feet before the fence.

**SHOTGUN  
SHOOTING  
ONLY**

**LITTER IS  
OBSCENE**  
KEEP YOUR  
DESERT CLEAN







## APPENDIX 6 COMMERCIAL FILMING AND VENDOR STIPULATIONS

### COMMERCIAL FILMING STIPULATIONS

- 1) The permittee shall designate a representative for field operations before activities may commence, who shall be the sole field representative of the permittee's employees or contractors in dealing with the authorized BLM officer. Said representative shall be employed on behalf of the permittee's employees or contractors to communicate with the authorized officer, and to receive and comply with all communications and decisions of the authorized officer.
- 2) The permittee shall confine all activities, within the Johnson Valley OHV Area specifically defined by the attached map. If the Johnson Valley OHV Area is deemed not appropriate by the permittee, no action shall be undertaken by the permittee on an area suitable to him/her until said area is approved by the Barstow Resource Area Manager.
- 3) The permittee shall provide the filming operation employees or contractors, prior to commencing film activities, BLM-printed materials describing:
  - a) Occurrence of the desert tortoise in the area.
  - b) Status of the tortoise.
  - c) Prohibitions against take and penalties associated with take.
  - d) Methods being employed as a part of the event to protect the tortoise and its habitat.
- 4) The permittee shall use whatever signs, flagging, help of individuals, or combinations of these, needed to warn OHV operators and other visitors or users of the filming operation.
- 5) The area shall be kept clear of trash and debris. Trash containers must be raven-proof and all trash and debris generated by the filming operation will be removed immediately following the completion of operations. Leaving behind waste of any kind is prohibited.
- 6) The permittee shall notify the Barstow Resource Area office at (619) 256-3591 or (619) 256-2729 at the conclusion of filming.
- 7) No burning or exploding of equipment or sets shall be permitted.
- 8) All persons (such as permittee, contractors, sub-contractors) working at the filming site will be familiar with the permit stipulations. Non-compliance with permit stipulations may result in cancellation of the permit, or other adverse actions against the permittee.
- 9) Any soil disturbance, such as ditching, leveling, or mounding, must be authorized by BLM on the permit. Any authorized disturbance must be returned to original condition within 24 hours of completion of filming. If any hazard to recreationists and other visitors or users remains, prior to reclamation, the hazard must be visibly marked, fenced, or barricaded to prevent an accident.



## COMMERCIAL VENDOR STIPULATIONS

- 1) The vendor shall display his or her permit so that it may be seen.
- 2) The vendor shall be in compliance with all County and State requirements for food and beverage vending.
- 3) Because many OHV events take place within this area, it is the responsibility of the vendor to be aware of all of these events and to locate his or her operation well out of the way, to ensure safety for everyone.
- 4) The vendor shall provide trash containers with lids to prevent raven access and litter from being blown in the wind.
- 5) The vendor shall set up his or her operation in a previously disturbed area, and shall not erect any permanent structures.
- 6) The principal vendor vehicle must be self-contained.
- 7) All persons working at the vending site shall be familiar with all permit stipulations. Noncompliance with permit stipulations may result in cancellation of the permit, or other adverse actions against the permittee.



## **APPENDIX 7**

### **SPECIAL RECREATION PERMIT STIPULATIONS**

Special Recreation Permit stipulations provide adequate participant and spectator safety, protection of sensitive resources, and use supervision. The Bureau is responsible for the administration and enforcement of SRP stipulations, and State laws and regulations pertaining to OHV use on public land. This means OHV operators must operate under State laws relating to use standards, registration, operation, wildfire prevention, and vehicle inspection. The following is a summary of the minimum SRP stipulations required for most organized events within the planning area:

#### **REGISTRATION**

All vehicles on public land must be registered with either license plates or a green sticker. The plates or sticker must be clearly visible and affixed to the vehicle. Four-wheeled racing vehicles are exempt from this registration if operated solely in organized, sanctioned or permitted events on a closed course.

#### **SPARK ARRESTERS**

All vehicles used on public land must be equipped with a properly- installed spark arrester which meets either the U.S. Department of Agriculture or the 80 percent efficiency level standard and Fire Prevention Order CA-606-85-01 requirements. BLM rangers will inspect for installation and alterations to the arrester. Motor trucks, truck tractors, buses, and passenger vehicles (except motorcycles) are exempt if they have mufflers which meet defined specifications.

#### **NOISE REQUIREMENTS**

All vehicles used on public land must have an adequate muffler installed. The muffler or exhaust system cannot contain cutouts, bypasses or similar devices. Vehicles are exempt if operated in organized, sanctioned or permitted events on a closed course, hill climb, or drag race. Sound limits for four-wheel drive, dune buggy, and four- and six-wheel all-terrain vehicles equal 99dBA; sound limits for motorcycles and three-wheel all-terrain vehicles equal 104dBA.

#### **OTHER STIPULATIONS**

- 1) Provide either personnel or warnings, or both, at road crossings.
- 2) Provide written permission for use of all private land traversed as part of the race course (outlined on 15-minute topographic maps) and specify mitigation measures, if needed.
- 3) Consult the appropriate law enforcement authority to evaluate the need for a permit. This authority may place additional stipulations, depending on the size of the event.
- 4) Provide law enforcement for crowd and traffic control.
- 5) Provide written permission for the use of private, state, and county roads. Permittee must understand laws governing the use of these roads and submit measures for control of unauthorized use.



- 6) Contact BLM before marking any part of the race course. The course, the start/finish area, camping areas, and pit areas will be evaluated to assure the safety of the casual visitor in a designated OHV area. Also, a time schedule will be established to inform the general public to event activities.
- 7) Provide the names and phone numbers of those persons responsible for post-event clean-up.
- 8) Provide written instructions, or hold a pre-race briefing, to inform participants of rules, regulations, safety procedures, and other directives.
- 9) Permittee assumes responsibility to confine participating vehicles to the marked course.
- 10) Permittee must "sign" all routes into and around the course area. If damage is expected, outline mitigation measures.
- 11) Permittee must contact the local hospital to alert them of the event.
- 12) Permittee must obtain a property damage, personal injury, and public liability insurance policy.



## APPENDIX 8

### SPECIAL DESERT TORTOISE STIPULATIONS

The intent of desert tortoise management in the Area is to minimize impacts to tortoises through mitigation. Included in that mitigation is the implementation of special desert tortoise stipulations. These special stipulations will assist in eliminating illegal "take" (disturbance or killing of tortoises), and in informing the public about the importance of tortoise conservation, its protected status, and the penalties for violation of the Endangered Species Act of 1973. The following stipulations will apply to organized OHV events within the OHV area:

- 1) The organized event promoter/sponsor shall designate an individual "contact representative" responsible for overseeing compliance of the special tortoise stipulations.
- 2) The organized event promoter/sponsor shall provide event participants and spectators, prior to commencing the event, BLM-printed materials describing: 1) the occurrence of the desert tortoise in the area, 2) status of the tortoise, 3) prohibitions against removing/killing tortoises and penalties associated with the same, and 4) methods being employed as a part of the event to protect the tortoise and its habitat.
- 3) Organized event promoters/sponsors that fail to comply with any of the SRP stipulations shall be prosecuted to the fullest extent possible.
- 4) Trash containers used for race events shall be raven-proof. Trash and food items shall be promptly contained and removed from the area within 24 hours of completion of the event.
- 5) Participants who violate any special desert tortoise stipulation shall be disqualified from the event. Furthermore, support-team members who fail to comply with the stipulations will be disqualified. Violators with 3 or more violations will be barred from participating in any organized OHV event on public land for one year from the date of the third violation.
- 6) In April, May, June, September, and October, for one race each month, a representative of the Bureau shall examine a given race course for tortoises which have been killed or injured as a result of the race. Locations of carcasses, if any, shall be recorded and the USFWS will be notified within five days. Carcasses may be marked to indicate recordation, but they will not be collected.







**BIOLOGICAL OPINION ON THE JOHNSON VALLEY  
OFF-HIGHWAY VEHICLE AREA MANAGEMENT PLAN,  
SAN BERNARDINO COUNTY, CALIFORNIA**

**U.S. FISH AND WILDLIFE SERVICE**

**NOVEMBER 14, 1991**



PHYSIOLOGICAL FUNCTION OF THE RESPIRATORY  
SYSTEM IN THE AREA OF THE LUNG  
AND THE RESPIRATORY SYSTEM

US DEPARTMENT OF AGRICULTURE

WASHINGTON, D. C.





# United States Department of the Interior



## FISH AND WILDLIFE SERVICE

FISH AND WILDLIFE ENHANCEMENT  
SOUTHERN CALIFORNIA FIELD STATION  
Federal Building, 24000 Avila Road  
Laguna Niguel, California 92656

November 14, 1991

### Memorandum

To: -- State Director, Bureau of Land Management, Sacramento, California

From: Field Supervisor

Subject: Biological Opinion on the Johnson Valley Off-highway Vehicle Area Management Plan, San Bernardino County, California  
(6840 CA-932.5) (1-6-90-F-39)

This biological opinion responds to your request for formal consultation with the Fish and Wildlife Service (Service) pursuant to section 7 of the Endangered Species Act of 1973, as amended (Act). Your request was dated June 26, 1990, and received by us on June 28, 1990. At issue are the impacts that the Bureau of Land Management's (Bureau) Management Plan for the Johnson Valley Off-highway Vehicle Area may have on the desert tortoise (Gopherus agassizii), a federally listed threatened species.

This biological opinion was prepared using information: contained in your June 26, 1990, request for consultation to the Service's Regional Director regarding the proposed action; obtained during informal consultation between our staffs; and contained in our files.

### Biological Opinion

It is the opinion of the Service that the proposed action is not likely to jeopardize the continued existence of the desert tortoise. Critical habitat has not been designated for this species. Therefore, the proposed action will not result in the adverse modification of critical habitat.

### Description of the Proposed Action

The Johnson Valley Off-highway Vehicle Area (Area) is located in San Bernardino County, approximately 25 miles southeast of Barstow (attachment 1). The entire planning area encompasses 328,320 acres, of which 189,470 acres are within the Area. Approximately 89 percent of the Area is currently managed by the Bureau. The remaining lands are primarily owned by the State of California.

In 1980, the California Desert Conservation Area Plan designated the Johnson Valley Off-highway Vehicle Area for both organized and unorganized off-road vehicle use. The Area is designated by the multiple use classification as "intensive" and by the off-highway vehicle designation as "open." As defined



in the California Desert Conservation Area Plan, intensive use class lands are intended to "provide for concentrated use of lands and resources to meet human needs" (Bureau 1980). The "open" designation indicates that vehicles may travel anywhere within an area.

The purpose of the proposed action is to address various public uses of the existing Johnson Valley Off-highway Vehicle Area and of the planning area around it (attachment 2). Currently, increasing public use has resulted in trespass on private land and damage to natural resources. In addition to off-highway vehicle use, the management plan addresses cultural, wildlife, vegetation resources, livestock grazing, and mining.

The management plan proposes implementation of numerous actions. These actions, which are briefly summarized below, include:

1. adjustment of the northern boundary of the Area and changing of 600 acres of public land along this boundary from the "moderate" to "intensive" multiple use class. This change would move the boundary to the edge of a Southern California Edison maintenance road and define a more recognizable boundary;
2. changing of the multiple use class of the Giant Rock area from "intensive" to "moderate" and the vehicle use class from "open" to "limited." A route inventory and designation process would then be completed. This portion of the Area may be transferred to the San Bernardino Regional Parks Department for use as a open space desert park.
3. acquisition of private lands and right-of-way easements;
4. continued use of road signs for Camp Rock, Bessemer Mine, and Boone Roads to assist recreationists in finding the Area;
5. coordination with private landowners in signing of their lands;
6. improvement of Anderson Dry Lake, Bessemer Mine, and Boone Roads as access roads to the Area. This proposal includes reconstruction of portions of Bessemer Mine and Boone Roads;
7. improvement of the Area's internal access system and staging and camping areas. The purpose of these improvements and of the main access roads noted above is to direct use away from the edge of the Area where it often conflicts with resource management outside of the Area;
8. provision of a visitor services person specifically for the Area;
9. an increase in the Bureau's ranger patrols within the planning area during major holiday weekends, organized events, and when greater visitor use is expected;
10. development of an educational program for the Area's users. This program would include brochures, flyers, information outposts, and bulletin boards;



11. use of volunteers to improve race courses, work on boundaries, and restore wildlife guzzlers;
12. survey and grade 17 miles of the Area's eastern boundary with the United States Marine Corps Air/Ground Combat Center (Center). This action is intended to reduce the potential for injuries resulting from users of the Area crossing the currently undefined boundary of the Center and encountering unexploded ordnance;
13. fencing or covering of open mining shafts and identifying active open pit mines that are public safety hazards;
14. removal of abandoned vehicles;
15. requirements of filming producers and vendors to obtain land use and special recreation permits, respectively, for their activities. Appendices 6 and 7 of the Bureau's draft management plan for the Area contain the specific stipulations of these permits (attachment 3);
16. continuation of organized and unorganized recreational opportunities. The Bureau estimates that organized events occur on 42 weekends per year. The size of the Johnson Valley Off-highway Vehicle Area allows for large organized events to occur within its boundaries. The promoters of large events will be required to obtain special recreation permits (attachment 3), including stipulations specifically designed to protect the desert tortoise. These stipulations are:
  1. Organized event promoters and sponsors shall designate an individual contact representative responsible for overseeing compliance with the special desert tortoise stipulations;
  2. Prior to commencing the event, organized event promoters and sponsors shall provide event participants and spectators with the Bureau's printed materials describing: the occurrence of the desert tortoise in the area; the status of the desert tortoise; prohibitions against take and the penalties associated with take; and methods being employed as a part of the event to protect the desert tortoise and its habitat;
  3. Organized event promoters and sponsors that fail to comply with any of the special recreation permit stipulations shall be prosecuted to the fullest extent possible;
  4. Trash containers used for race events shall be raven proof. Trash and food items shall be promptly contained and removed from the area within 24 hours of completion of the event;
  5. Participants that violate any special desert tortoise stipulation shall be disqualified from the event. Support team members that fail to comply with the stipulations shall result in disqualification of the associated rider(s). Anyone who accumulates three violations shall be barred from participating in any organized



off-highway vehicle event for one year from the date of the third violation.

17. development of a self-guided interpretive loop trail;
18. scheduling Means Dry Lake and the proposed staging and camping areas for use as organized event areas on a trial basis;
19. construction and maintenance of a recreational vehicle sewage dump station and trash receptacle;
20. establishment of routine maintenance programs for access roads, signs, staging and camping areas, race courses, and the interpretive loop trail;
21. maintenance of the wilderness suitability of the Rodman Mountains Wilderness Study Area until it is designated as wilderness or removed from consideration;
22. reclamation of interim category 2 desert tortoise habitat that has been extensively disturbed by off-highway vehicle activity. Approximately 212 square miles of category 2 desert tortoise habitat occur between the Johnson Valley and Stoddard Valley Off-highway Vehicle Areas (attachment 4). Portions of this area have been degraded by off-highway vehicle use. Route designation, visitor contact, signing, and improving access to the interiors of the off-highway vehicle areas should reduce impacts to the category 2 habitat. Excessive parallel roads and trails and the Goat Springs and Cinnamon Hills areas will be reclaimed. This habitat reclamation program will be implemented on a phased schedule, corresponding to implementation of the Off-highway Vehicle area plan. Phase 1 would consist of a route inventory and designation process. The second phase would be to sign routes as open, closed, or limited and to mark the boundaries of the Goat Springs and Cinnamon Hills reclamation areas. Limited routes could be subject to seasonal closures. Reclamation actions would begin in the Cinnamon Hills in phase 3;
23. improvement of wildlife guzzler A-77 and remove units A-61 and A-66. The improvements to A-77 would include enlarging the apron to 1,000 square feet and fencing a 10,000 square foot area around the guzzler with a five strand barbed wire fence. Additionally, guzzlers A-33, 37, 39, 62, 63, 67, 76, 78, 79, 80, and 5 additional guzzlers that are undesignated would be reconditioned, maintained, or removed as funding allows;
24. institution of a Federal off-highway vehicle right-of-way reservation to the Bureau for the primary Off-highway Vehicle area staging and camping sites, including Anderson and Soggy Dry Lakes, Cougar Buttes, and the Rock Pile. These reservations would allow the Bureau to reserve these public lands for a specific purpose, as staging and camping areas for off-highway vehicle users;
25. fencing of the southern boundary of the Ord Mountain Allotment from its southwestern corner, which is within the category 2 habitat northwest of the Off-highway Vehicle Area, east to Camp Rock Road and then to the



boundary with the Marine Corps Combat Center. This action would be implemented through the allotment management plan, but has been included in the Off-highway Vehicle Area plan to provide coordination during design and construction phases. The plan also encourages coordination with grazing allotment lessees and mining operators;

26. scheduling of four observation flights per year to assess numbers of vehicles and visitor activity;
27. visual monitoring once a month from specified points for one hour. Cinnamon Hills, the Area's southern boundary, and a residential area inside the Area would be monitored from specified points to assess the effectiveness of the management plan's actions;
28. establishment of linear transects to monitor reclamation sites in desert tortoise category 2 habitat. If this monitoring indicates that reclamation actions are not effective, increased ranger patrols, emergency closures, and physical barriers would be used as needed; and
29. development of an annual report to summarize planning area monitoring data.

The proposed actions, as numbered above, do not correspond directly to those contained in the management plan for the Area. Actions have been combined to facilitate review of the management plan and consideration in this biological opinion.

Implementation of the management actions was scheduled to begin with the first phase of five in fiscal year 1991. Funding would be provided by the Bureau's Barstow Resource Area and the State of California Off-highway Vehicle Grant fund.

#### Effects of the Proposed Action on the Listed Species

##### Species Account

On April 2, 1990, the Service determined the Mojave population of the desert tortoise to be threatened. The desert tortoise is a large, herbivorous reptile found in portions of the California, Arizona, Nevada, and Utah deserts. It also occurs in Sonora and Sinaloa, Mexico. Generally, desert tortoises are active during the spring and early summer when annual plants are most common. Additional activity occurs during warmer fall months and occasionally after summer rain storms. Desert tortoises spend the remainder of the year in burrows, escaping the extreme weather conditions of the desert.

Further information on the range, biology, and ecology of the desert tortoise can be found in Burge (1978), Burge and Bradley (1976), Hovik and Hardenbrook (1989), Luckenbach (1982), and Weinstein et al. (1987).

Plant communities within the Area include creosote bush scrub and saltbush scrub. Creosote scrub, the most widespread plant community in the Area, is characterized by creosote (Larrea tridentata), burrobrush (Ambrosia dumosa),



turpentine broom (Thamnosma montana), little-leaf ratany (Krameria parvifolia), and Mojave yucca (Yucca schidigera). Parry saltbush (Atriplex parryi), allscale (A. polycarpa), and shadscale (A. confertifolia) are the most common species in the saltbush community.

The Bureau has designated the Johnson Valley Off-highway Vehicle Area as interim category 3 desert tortoise habitat because of the habitat degradation in the area and the inability to resolve conflicts associated with intensive off-highway vehicle use and conservation of desert tortoises in the same area. The area generally to the northwest, between the Off-highway Vehicle Area and the city of Barstow, has been designated as interim category 2 habitat. Although desert tortoise densities are not extremely high in this area, the category 2 designation indicates that the Bureau believes management of desert tortoises is compatible with other uses that may occur.

Approximately 10 and 20 square miles (6,400 and 12,800 acres) of the Area are occupied by dry lake beds and steep, rocky mountain slopes, respectively. Extensively disturbed off-highway vehicle and mining areas comprise an additional 50 square miles (32,000 acres) (attachment 5). After subtraction of the lake beds, steep slopes, and extensively used portions from the Area, the Bureau estimates that approximately 213 square miles (136,320 acres) of the 296 square mile (189,470 acres) Area may contain habitat with varying degrees of suitability for desert tortoises.

Eighty-four desert tortoise transects have been conducted inside and within one mile of the Area between the late 1970s and 1986 (attachment 6). Transects conducted prior to 1980 produced areas of estimated densities of desert tortoises (attachment 7). By multiplying the means of the density classes by the area within each class, an estimated total of 7,515 desert tortoises was estimated to inhabit the Area in 1980. The rate of decline of desert tortoises of 17 percent per year was then extrapolated, based on the trends observed at a permanent desert tortoise study plot located in the Johnson Valley. The total number of desert tortoises had decreased to an estimated 2,457 desert tortoises by 1986 and to 1,406 by 1989. All estimates noted in this biological opinion are from information contained in the Bureau's request for consultation. The data presented by the Bureau are summarized below:

	Desert Tortoise Density				
	Mean (Class)				
	10(0-20)	35(20-50)	75(50-100)	175(100-250)	Total
Habitat					
(square miles)	108	56	41	8	213
Desert tortoise					
numbers					
1980	1,080	1,960	3,075	1,400	7,515
1986	353	641	1,005	458	2,457
1989	202	367	575	262	1,406

Johnson Valley underwent the same drought that affected much of the rest of the Mojave Desert until the spring of 1991. The rate of decline in desert



tortoise numbers may have been even higher in 1989 and 1990 than in previous years.

Lands within the Area have been subjected to intense off-road vehicle use, grazing, recreational shooting, mineral exploration, and numerous other activities detrimental to desert tortoises. Impacts of extensive off-highway vehicle use have been particularly severe near major staging and camping areas (attachment 4). Numerous trails and tracks were evident in the vicinity of Camp Rock Road during an overflight in September, 1991 (Bransfield pers. obs.). Off-highway vehicle use seemed to be less on the side of Camp Rock Road that is outside of the Off-highway Vehicle Area. However, disturbance from vehicles was still evident, particularly in the area around the Cinnamon Hills.

### Analysis of Impacts

Successful implementation of the management plan would concentrate additional recreational uses and result in increased impacts to the desert tortoise and its habitat within the 189,470 acre Off-highway Vehicle Area. This concentration of impacts would include both direct and indirect adverse effects on the desert tortoise and its habitat. Crushing of animals and nests, collapsing of occupied burrows, and burial of the occupants are direct impacts which would result in the loss of individual animals. Route proliferation, crushing of shrubs, and wind erosion resulting from vehicle disturbance would contribute to habitat degradation and loss. Increased visitor use will likely result in more human/desert tortoise interactions and greater numbers of tortoises being collected or physically harmed.

Indirect impacts may have more subtle effects which would affect the habitat quality and population over a longer period of time. For example, reduction of shrub cover could lead to increased predation and fewer cover sites to avoid the heat. Additional trash accumulation could result in increased numbers of common ravens (Corvus corax), which are known to prey on desert tortoises. The destruction of the soil's natural crust will reduce the ability of the habitat to support the native annual plants on which desert tortoises feed.

The grading of the boundary with the Marine Corps Combat Center, the relocation and routine maintenance of the access roads, construction of educational outposts, and issuance of special and land use permits for organized off-highway vehicle events and filming companies could result in the take of desert tortoises and the permanent removal of unquantified areas of habitat. However, these facilities or activities could be located in previously disturbed areas with low desert tortoise habitat values and not result in the take of individual animals through the implementation of appropriate stipulations. Much of the boundary area grading could also be accomplished without loss of individual desert tortoises through careful monitoring and minor adjustments to its alignment to avoid individual animals and burrows.

Reconstructing wildlife guzzlers may have both positive and negative impacts on the desert tortoise. The California Department of Fish and Game



(Department) has been conducting a survey of guzzlers in the Mojave Desert and has discovered numerous desert tortoise carcasses within them (Hoover pers. comm. 1991). The aprons of guzzlers can become extremely slippery when wet and coated with algae, and desert tortoises may be unable to exit at times. However, if guzzlers could be constructed in a manner that would not trap desert tortoises, they could occasionally provide additional water and enhance survival.

Construction of a cattle drift fence between the Ord Mountain Allotment and the Off-highway Vehicle Area could also have both positive and negative impacts on the desert tortoise. Negative impacts are unquantifiable at this time and would depend on the effects of the fence on cattle use. These impacts should be addressed in a separate consultation process between the Service and the Bureau. However, where the fence would serve to confine vehicles within the Off-highway Vehicle Area and out of desert tortoise habitat, its impact could be considered beneficial.

The Bureau has estimated that between 15 and 25 desert tortoises could be directly taken by off-highway vehicle activity between the years 1992 and 1999 (Bureau 1990). These numbers have been extrapolated using the 17 percent annual rate of decline that has occurred in the Off-highway Vehicle Area over the past ten years and estimates of the minimum and maximum numbers of desert tortoise mortalities that are known to have been caused by off-highway vehicle use. The determinations of mortality were based on examination of shells found during field work. This method is a reasonable estimation of direct mortality associated with off-highway vehicle use, but does not account for more subtle effects. For example, off-highway vehicle use severely damages desert soils, resulting in either decreased or altered production of the annual vegetation on which the desert tortoise subsists. Hence, desert tortoises deprived of food would eventually die of starvation, which could not be directly traced to off-highway vehicle use by examination of shells found during surveys.

The Service believes that accurate quantification of the take of animals, either directly or indirectly from off-highway vehicle use, is not possible, given the cryptic nature of the species, the extent of the Off-highway Vehicle Area, and the limited funding and personnel of the Bureau. Quantification of continued degradation and loss of habitat may be possible through computer digitizing of aerial photographs taken at regular intervals. The Service does believe it would be accurate to state that the continued management of an Off-highway Vehicle Area in the Johnson Valley would result in the extirpation of a viable population of desert tortoises in that area. Small numbers of desert tortoises may persist for long periods of time in areas that are not heavily used or where animals can immigrate from populations outside of the Off-highway Vehicle Area.

Maintenance of the status quo or increased use without additional regulation (i.e., without implementation of this management plan) will also ultimately lead to the elimination of desert tortoises in the Off-highway Vehicle Area. Approval of the management plan for the Johnson Valley Off-highway Vehicle Area may hasten the extirpation of the desert tortoise in the Johnson Valley, because it would, if successfully implemented, concentrate recreational uses



within the Area that now occur at and outside its borders. However, the Service also recognizes that approval of the management plan would remove incompatible uses from desert tortoise habitat which borders the Area.

The adverse impacts of the management plan could potentially be at least partially offset if its implementation results in decreased impacts to the category 2 desert tortoise habitat outside of the Off-highway Vehicle Area and generally northwest of Camp Rock Road. This category 2 habitat is currently being affected by activities spilling over from the Off-highway Vehicle Area. Additionally, the Bureau's proposed action contains specific measures to improve the quality of the category 2 habitat adjacent to the Off-highway Vehicle Area. The mitigation measures which are intended to be implemented by the Bureau as part of the proposed action were summarized earlier in this biological opinion.

The Service believes the impacts described above are not likely to jeopardize the continued existence of the desert tortoise. We present this conclusion for the following reasons:

1. Large portions of the public and private lands which have been identified for inclusion within the Off-highway Vehicle Area have already been seriously compromised by the impacts noted above. It is likely that viable populations are no longer present over the majority of the Johnson Valley Off-highway Vehicle Area.
2. The Area would be unlikely to contribute to the long-term survival of and recovery efforts for the desert tortoise. Desert tortoise habitat within the Area is severely degraded. Restoration to its full capacity to support desert tortoises and other wildlife would likely require decades. Additionally, desert tortoises to the east of the Area are subject to impacts associated with training activities on the Marine Corps Center. To the south, scattered private development has fragmented desert tortoise habitat. The large amounts of private land in this area would make acquisition by the Bureau or other public agencies infeasible.
3. Restriction of the ongoing adverse impacts to within the Johnson Valley Off-highway Vehicle Area could relieve stress on desert tortoises living within portions of the category 2 habitat to the northwest that is currently receiving unauthorized and uncontrolled uses.

#### Cumulative Effects

Cumulative effects are those impacts of future State and private actions that are reasonably certain to occur in the project area. Future Federal actions will be subject to the consultation requirements established in section 7 of the Act and, therefore, are not considered cumulative to the proposed project.

Many of the actions that are reasonably expected to occur within the vicinity of the project will be subject to section 7 consultations, because the Federal government owns large portions of the desert. However, actions on private lands, such as urbanization, recreation, and grazing, will continue to contribute to habitat degradation and loss, especially in the southern portion



of the Mojave Desert extending from the Lucerne Valley area to the area north of Joshua Tree National Monument. The Service has contacted the Counties of San Bernardino, Kern, Riverside, and Los Angeles (and the incorporated areas within the desert) regarding the listing of the desert tortoise and its implications for county- and city-permitted activities. Several cities in San Bernardino and Kern Counties have expressed interest in attempting to obtain a section 10(a) permit from the Service.

#### Incidental Take

Section 9 of the Endangered Species Act prohibits the take of listed species without special exemption. Taking is defined as harassing, harming, pursuing, hunting, shooting, wounding, killing, capturing, collecting, or attempting to engage in any such conduct. Harm is further defined to include significant habitat modification or degradation that results in death or injury to listed species by significantly impairing essential behavior patterns, including breeding, feeding, or sheltering. Under the terms of section 7(b)(4) and 7(o)(2) of the Act, taking that is incidental to and not intended as part of the agency action is not considered to be prohibited taking under the Act provided that such taking is in compliance with this Incidental Take statement. The measures described below, as reasonable and prudent measures and terms and conditions are nondiscretionary, and must be undertaken by the agency or made a binding condition of any grant or permit, as appropriate.

Based on the information in the Bureau's request for consultation and the analysis of impacts provided above, the Service anticipates that the following take would occur as a result of the implementation of the proposed management plan for the Johnson Valley Off-highway Vehicle Area.

1. One thousand desert tortoises over the life of the action in the form of incidental direct or indirect injury or mortality associated authorized recreational activities inside of the Johnson Valley Off-highway Vehicle Area.
2. Approximately 136,320 acres of desert tortoise habitat (already in various stages of deteriorating condition) as a result of authorized off-highway vehicle use within the boundary of the Johnson Valley Off-highway Vehicle Area.

If the incidental take authorized by this biological opinion is met, the Bureau shall immediately cease the activity resulting in the take and reinitiate formal consultation with the Service to avoid violation of section 9.

This biological opinion does not authorize any form of take that is not incidental to the implementation of the management plan for the Johnson Valley Off-highway Vehicle Area.



### Reasonable and Prudent Measures

The Service believes that the following reasonable and prudent measures are necessary and appropriate to minimize the incidental taking authorized by this biological opinion:

1. Take of individual tortoises within the management area, in the form of injury or mortality, shall be minimized through education programs for Area users, regular ranger patrols, site specific surveys and planning during the construction of facilities, restoration of disturbed areas adjacent to the Johnson Valley Off-highway Vehicle Area, and other management programs instituted by the Bureau as components of the action.
2. Attraction of common ravens to the Off-highway Vehicle Area shall be reduced to the maximum extent possible.

### Terms and Conditions

In order to be exempt from the prohibitions of section 9 of the Act, the Bureau is responsible for compliance with the following terms and conditions, which implement the reasonable and prudent measures described above:

1. The take of individual desert tortoises shall be limited to accidental and incidental mortality or injury of animals caused by authorized recreational activities within the boundary of the Johnson Valley Off-highway Vehicle Area.
2. Only Bureau employees, volunteers registered by the Bureau, and persons authorized by the Service under the auspices of this biological opinion, who are implementing actions contained in the management plan for the Johnson Valley Off-highway Vehicle Area, shall handle desert tortoises. Persons other than Bureau employees and volunteers registered by the Bureau shall be approved by the Service and the Bureau prior to the onset of activities that would require them to handle desert tortoises. The Bureau or proponent shall submit the name(s) and credentials of the proposed biologist(s) to the Service and Bureau for review and approval at least 15 days prior to the onset of construction. All Bureau employees and volunteers registered by the Bureau who may handle desert tortoises shall be familiar with the species, its burrows, and the Service's protocol for its handling (Arizona Game and Fish Department et al. 1990).
3. The visitor services person for the Johnson Valley Off-highway Vehicle Area shall be trained to handle desert tortoises so he or she may respond to circumstances as they arise in the field. Training for the visitor services person shall be provided by a qualified Bureau biologist or other person who has Service permission to handle desert tortoises in the line of work.
4. All construction or maintenance work within desert tortoise habitat shall be conducted in a manner that will reduce, as much as possible, the potential take of individual desert tortoises. Impacts to habitat shall



also be minimized to the maximum possible extent. Actions specified in the management plan which shall be subject to this term and condition include:

- a. improvement of Anderson Dry Lake, Bessemer Mine, and Boone Roads as access roads to the Area. This proposal includes reconstruction of portions of Bessemer Mine and Boone Roads;
  - b. improvement of the Area's internal access system, race courses, staging and camping areas, and guzzlers;
  - c. surveying and grading 17 miles of the Off-highway Vehicle Area's eastern boundary with the United States Marine Corps Air/Ground Combat Center;
  - d. fencing or covering of open mining shafts and pit mines;
  - e. removal of abandoned vehicles;
  - f. development of a self-guided interpretive loop trail;
  - g. construction and maintenance of a recreational vehicle sewage dump station and trash receptacle;
  - h. routine maintenance programs for access roads, signs, staging and camping areas, race courses, and the interpretive loop trail;
  - i. any construction or other activities that could result in the take of desert tortoises associated with restoration of the category 2 habitat adjacent to the Johnson Valley Off-highway Vehicle Area; and
  - j. fencing of that portion of the southern boundary of the Ord Mountain Allotment from its most westerly junction with Camp Rock Road to its eastern terminus at the boundary with the Marine Corps Combat Center.
5. The following measures shall be implemented by the Bureau, or made a binding condition of any grant or permit, as appropriate, when any of the actions described in term and condition 5 are implemented:
- a. The Barstow Resource Area biologist and chief of resources shall determine when areas scheduled for ground disturbing activities need to be surveyed for desert tortoises. For example, surveys may need to be conducted early in the planning process if the action is extensive in nature. Alternatively, desert tortoise survey work could be confined to on-site monitors if the action is limited in extent, such as the blading of a new access road.
  - b. All desert tortoise surveys and monitoring work shall be by a qualified biologist.



- c. All Bureau and contracted construction and maintenance workers who are implementing actions specified in the management plan shall be advised of the potential impact to desert tortoises of their activities. The instructions shall include the following topics: occurrence of the desert tortoise, sensitivity of the species to human activities, legal protection for desert tortoises, penalties for violations of Federal and State laws, general activity patterns, reporting requirements, and project measures designed to reduce the impacts to desert tortoises.
- d. All trash and food items generated by construction and maintenance activities shall be promptly contained and regularly removed from the project sites to reduce the attractiveness of the area to common ravens and other desert tortoise predators. Portable outhouses shall be provided on-site, if appropriate.
- e. The project biologist shall have the authority to halt all project activity should danger to a desert tortoise arise. Work shall proceed only after hazards to the desert tortoise are removed, the desert tortoise is no longer at risk, or the desert tortoise has been moved from harm's way by the authorized biologist.
- f. Desert tortoises that are found above ground and need to be moved from harm's way shall be placed in the shade of a shrub. All desert tortoises removed from burrows shall be placed in an unoccupied burrow of approximately the same size as the one from which it was removed. If an existing burrow is unavailable, the authorized biologist(s) shall construct a burrow of similar shape, size, depth, and orientation as the original burrow. Desert tortoises moved during inactive periods shall be monitored for at least two days after placement in the new burrows to ensure their safety. All desert tortoises that are moved from harm's way shall be moved the minimum distance possible within appropriate habitat.
- g. Workers shall inspect underneath any parked vehicle(s) immediately prior to moving the vehicle(s) while in desert tortoise habitat. If a desert tortoise is beneath the vehicle, the authorized biologist shall be contacted to move the desert tortoise from harm's way. Alternatively, the vehicle shall not be moved until the desert tortoise has left of its own accord. The authorized biologist shall be responsible for taking appropriate measures to ensure that any desert tortoise moved in this manner are not exposed to temperature extremes which could be harmful to the animal.
- h. Persons authorized to handle desert tortoises shall follow the General Handling Protocol sections of the "Protocols for Handling Live Tortoises" (Arizona Game and Fish Department et al. 1990). This biological opinion does not authorize replacement of lost fluids in any desert tortoise with a syringe or the drawing of blood.



6. Prior to the establishment of new guzzlers within the Off-highway Vehicle Area, the Bureau shall thoroughly investigate their design to ensure that desert tortoises cannot be trapped within them. Testing of designs with captive animals prior to their use in the field may be appropriate. If a design cannot be developed that permits entry and exit by desert tortoises of all sizes, the Bureau shall forgo this portion of the management plan. Existing guzzlers that remain functional shall be monitored closely to determine whether they pose a threat to desert tortoises. If any evidence exists that desert tortoise mortality is occurring in existing guzzlers, they shall be immediately modified or removed. If existing or new guzzlers within the category 2 desert tortoise habitat area are modified or constructed in association with efforts being implemented in the Off-highway Vehicle Area, these guzzlers shall be designed in a manner that would eliminate the potential drowning of desert tortoises.
7. The Bureau shall require promoters of off-highway vehicle events with special recreation permits to abide by the stipulations specifically designed to protect the desert tortoise. These stipulations, included in the Bureau's request for consultation, are:
  1. Organized event promoters and sponsors shall designate an individual contact representative responsible for overseeing compliance with the special desert tortoise stipulations;
  2. Prior to commencing the event, organized event promoters and sponsors shall provide event participants and spectators with the Bureau's printed materials describing: the occurrence of the desert tortoise in the area; the status of the desert tortoise; prohibitions against take and the penalties associated with take; and methods being employed as a part of the event to protect the desert tortoise and its habitat;
  3. Organized event promoters and sponsors that fail to comply with any of the special recreation permit stipulations shall be prosecuted to the fullest extent possible;
  4. Trash containers used for race events shall be raven proof. Trash and food items shall be promptly contained and removed from the area within 24 hours of completion of the event;
  5. Participants that violate any special desert tortoise stipulation shall be disqualified from the event. Support team members that fail to comply with the stipulations shall result in disqualification of the associated rider(s). Anyone who accumulates three violations shall be barred from participating in any organized off-highway vehicle event for one year from the date of the third violation.



8. The Bureau shall include stipulations in its land use permits that require commercial filming producers to conduct site specific surveys prior to any soil disturbances that might take desert tortoises (see item 9 of Appendix 6 - commercial filming stipulations). Such soil disturbing activities shall be either relocated away from desert tortoise burrows or provisions made to safeguard the burrows and desert tortoises while filming proceeds.
9. The Bureau shall maintain a record of all desert tortoises observed during project activities. This information shall include the locations and dates of observations, approximate size, whether animals voided their bladders (if handled), general condition of health, any apparent injuries and state of healing, and diagnostic markings (i.e., identification numbers or marked lateral scutes. This report shall be provided to the Service as part of the annual monitoring efforts.
10. The Bureau shall submit the annual report, which summarizes monitoring data for the planning area, to the Service to enable us to track the progress of implementation the management plan, including restoration efforts for the category 2 desert tortoise habitat. This report shall also contain annual and cumulative tracking of desert tortoises that were taken within the Off-highway Vehicle Area.

#### Disposition of Dead, Injured, or Sick Desert Tortoises

Upon locating dead, injured, or sick desert tortoises, initial notification must be made to the Service's Ventura Office at (805) 644-1766 within three working days of its finding. Written notification must be made within five calendar days and include the date, time, and location of the carcass, a photograph, and any other pertinent information. Care must be taken in handling sick or injured animals to ensure effective treatment and care, and in handling dead specimens to preserve biological material in the best possible state. The Bureau shall endeavor to place the remains of intact desert tortoises with educational or research institutions holding the appropriate State and Federal permits per their instructions. If such institutions are not available or the shell has been damaged, the information noted above shall be obtained and the carcass left in place. The Bureau should consider marking the carcass in a manner that would not be toxic to other wildlife to ensure that it would not be re-recorded in the future.

Arrangements regarding proper disposition of potential museum specimens shall be made with the institution by the Bureau through a biologist prior to implementation of the action. Injured animals should be transported to a qualified veterinarian. Should any treated tortoises survive, the Service should be contacted regarding the final disposition of the animals.

#### Conservation Recommendations

In furtherance of the purposes of the endangered species act (sections 2(c) and 7(a)(1)) that mandate Federal agencies to utilize their authorities to carry out programs for the conservation of listed species, we recommend implementing the following actions:



1. The Bureau should initiate informal consultation with the Service as early as possible if a decision is made to transfer the Giant Rock area to the San Bernardino Regional Parks Department for use as a open space desert park. We do not believe sufficient information is available at this time to enable the Service to evaluate the impacts this action would have on the desert tortoise. We further recommend that the Bureau include discussions with the San Bernardino Regional Parks Department on measures that could be implemented upon transfer to protect any desert tortoises in the Giant Rock area.
2. The Service believes that it would be appropriate to address the construction and subsequent impacts of the cattle drift fence between the Ord Mountain Allotment and the Johnson Valley Off-highway Vehicle Area through a separate formal consultation on that allotment. However, the portion of the fence immediately along the boundary of the Off-highway Vehicle Area would be likely to prevent vehicles from entering category 2 desert tortoise habitat. Therefore, we believe that construction of the portion of the fence from its most westerly junction with Camp Rock Road to its eastern terminus would result in a net benefit to the desert tortoise and could proceed under the auspices of this biological opinion.
3. The Bureau should consider grading the boundary area with the Marine Corps Center in a manner that would render it difficult for off-highway vehicles to use. A graded boundary could serve as an access route and lead to additional conflicts between off-highway vehicles and both the military and desert tortoises.
4. The Bureau should monitor the impact that vehicles using Camp Rock Road have on desert tortoises. If desert tortoises are moving from the category 2 area onto Camp Rock Road or into the Off-highway Vehicle Area, the Bureau should modify the proposed cattle drift fence to prevent desert tortoises from entering the Area or the road. After the installation of a desert tortoise-proof fence along the road, desert tortoises found within the Off-highway Vehicle Area could be translocated to the category 2 side of the fence. The specific details of this translocation would need to be developed further in discussions between the Service and the Bureau.

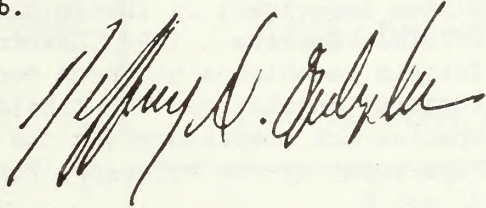
The Service requests notification of the implementation of any conservation recommendations so we can be kept informed of actions that either minimize or avoid adverse effects, or that benefit listed species or their habitats.

#### Conclusion

This concludes formal consultation on the management plan for the Johnson Valley Off-highway Vehicle Area. If the action is significantly modified in a manner not discussed above, if new information becomes available on listed species or impacts to listed species, or if the incidental take limit is met, reinitiation of formal consultation with the Service should be considered. We



would appreciate notification of your final decision on this matter. Any questions or comments should be directed to Ray Bransfield at the Ventura Office at FTS 983-6040 or (805) 644-1766.



Attachments

- 1 General location of action area
- 2 Johnson Valley Off-highway Vehicle Area
- 3 Appendices 6 and 7 of the draft management plan - Stipulations for commercial filming and special recreation permits
- 4 Map of category 2 desert tortoise habitat to be restored
- 5 Severely degraded desert tortoise habitat
- 6 Locations of desert tortoise transects
- 7 Estimated desert tortoise densities in Johnson Valley

cc:

FWS, Laguna Niguel, CA (Attn: Jack Fancher)  
FWS, Ventura, CA (Attn: Ray Bransfield)  
FWS, Reno, NV (Attn: Mark Maley)  
FWS, Phoenix, AZ (Attn: Sue Rutman)  
FWS, Salt Lake City, UT (Attn: Bob Benton)  
FWS, FWE, Portland, OR (Attn: Richard Hill)  
BLM, Riverside, CA (Attn: Larry Foreman)  
BLM, Barstow, CA (Attn: Tom Egan)



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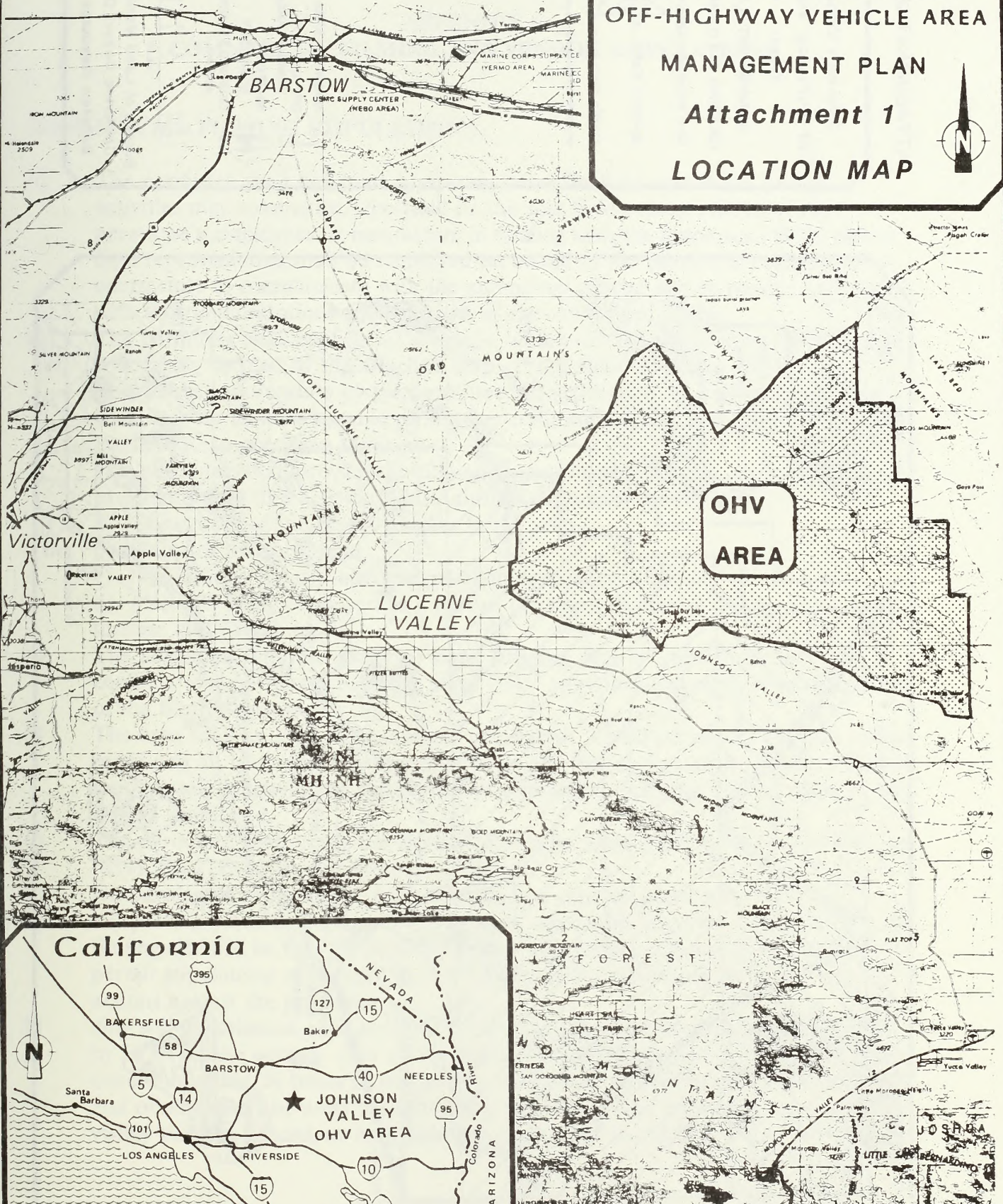


# JOHNSON VALLEY OFF-HIGHWAY VEHICLE AREA

## MANAGEMENT PLAN

### Attachment 1

### LOCATION MAP





# ATTACHMENT 2

## Johnson Valley Off Highway Vehicle Area

### MANAGEMENT PLAN

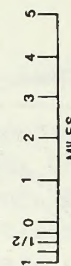
### GRAZING ALLOTMENTS

Ord Mountain Allotment

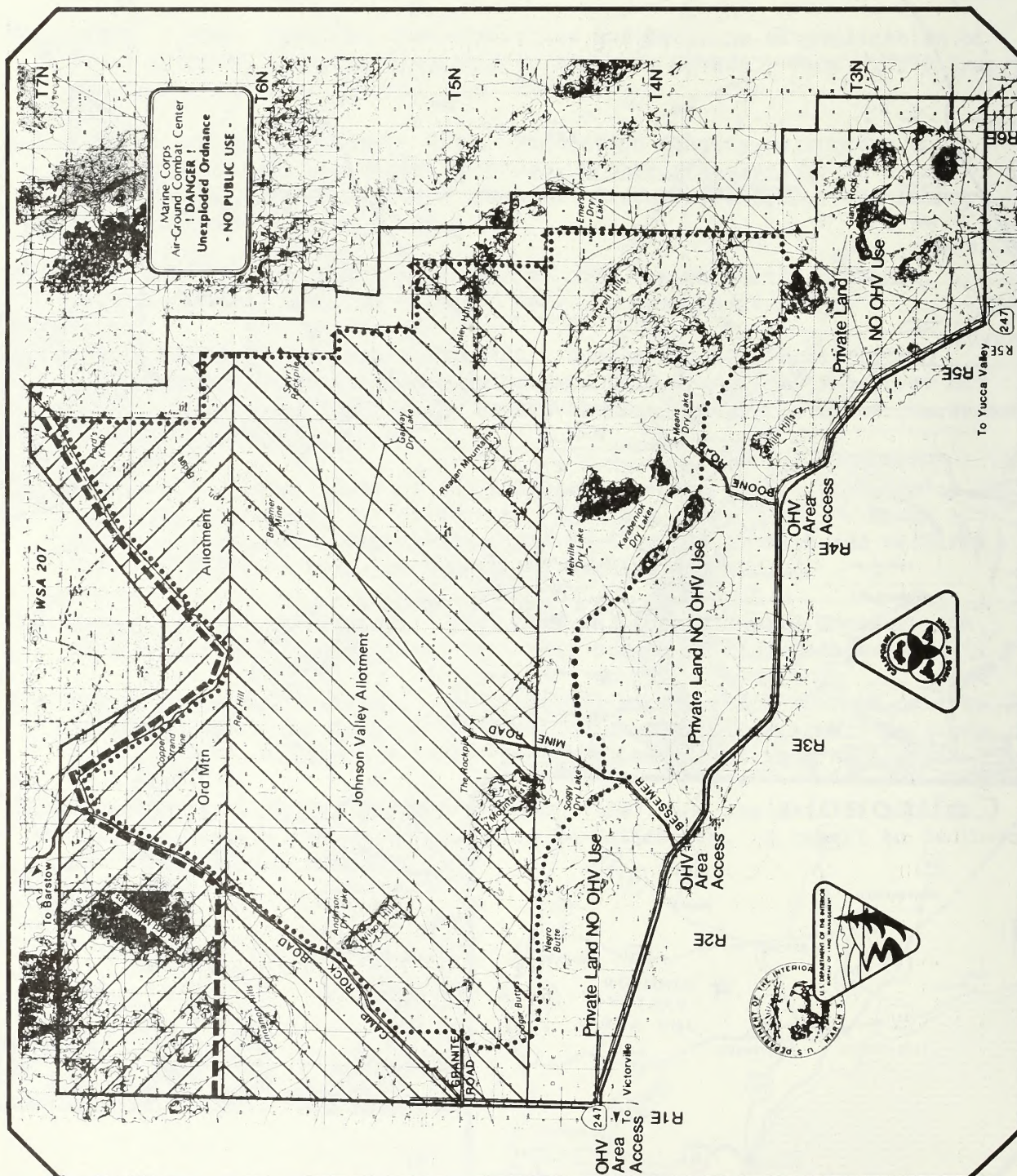
Johnson Valley Allotment

Cattle Drift Fence

PLANNING AREA  
OFF HIGHWAY  
VEHICLE AREA  
MILITARY  
BOUNDARY  
EXISTING STAGING  
AREA



Bureau of Land Management  
California Desert District  
Barstow Resource Area





## APPENDIX 6 COMMERCIAL FILMING AND VENDOR STIPULATIONS

### COMMERCIAL FILMING STIPULATIONS

- 1) The permittee shall designate a representative for field operations before activities may commence, who shall be the sole field representative of the permittee's employees or contractors in dealing with the authorized BLM officer. Said representative shall be employed on behalf of the permittee's employees or contractors to communicate with the authorized officer, and to receive and comply with all communications and decisions of the authorized officer.
- 2) The permittee shall confine all activities, within the Johnson Valley OHV Area specifically defined by the attached map. If the Johnson Valley OHV Area is deemed not appropriate by the permittee, no action shall be undertaken by the permittee on an area suitable to him/her until said area is approved by the Barstow Resource Area Manager.
- 3) The permittee shall provide the filming operation employees or contractors, prior to commencing film activities, BLM-printed materials describing:
  - a) Occurrence of the desert tortoise in the area.
  - b) Status of the tortoise.
  - c) Prohibitions against take and penalties associated with take.
  - d) Methods being employed as a part of the event to protect the tortoise and its habitat.
- 4) The permittee shall use whatever signs, flagging, help of individuals, or combinations of these, needed to warn OHV operators and other visitors or users of the filming operation.
- 5) The area shall be kept clear of trash and debris. Trash containers must be raven-proof and all trash and debris generated by the filming operation will be removed immediately following the completion of operations. Leaving behind waste of any kind is prohibited.
- 6) The permittee shall notify the Barstow Resource Area office at (619) 256-3591 or (619) 256-2729 at the conclusion of filming.
- 7) No burning or exploding of equipment or sets shall be permitted.
- 8) All persons (such as permittee, contractors, sub-contractors) working at the filming site will be familiar with the permit stipulations. Non-compliance with permit stipulations may result in cancellation of the permit, or other adverse actions against the permittee.
- 9) Any soil disturbance, such as ditching, leveling, or mounding, must be authorized by BLM on the permit. Any authorized disturbance must be returned to original condition within 24 hours of completion of filming. If any hazard to recreationists and other visitors or users remains, prior to reclamation, the hazard must be visibly marked, fenced, or barricaded to prevent an accident.



## COMMERCIAL VENDOR STIPULATIONS

- 1) The vendor shall display his or her permit so that it may be seen.
- 2) The vendor shall be in compliance with all County and State requirements for food and beverage vending.
- 3) Because many OHV events take place within this area, it is the responsibility of the vendor to be aware of all of these events and to locate his or her operation well out of the way, to ensure safety for everyone.
- 4) The vendor shall provide trash containers with lids to prevent raven access and litter from being blown in the wind.
- 5) The vendor shall set up his or her operation in a previously disturbed area, and shall not erect any permanent structures.
- 6) The principal vendor vehicle must be self-contained.
- 7) All persons working at the vending site shall be familiar with all permit stipulations. Noncompliance with permit stipulations may result in cancellation of the permit, or other adverse actions against the permittee.



## **APPENDIX 7**

### **SPECIAL RECREATION PERMIT STIPULATIONS**

Special Recreation Permit stipulations provide adequate participant and spectator safety, protection of sensitive resources, and use supervision. The Bureau is responsible for the administration and enforcement of SRP stipulations, and State laws and regulations pertaining to OHV use on public land. This means OHV operators must operate under State laws relating to use standards, registration, operation, wildfire prevention, and vehicle inspection. The following is a summary of the minimum SRP stipulations required for most organized events within the planning area:

#### **REGISTRATION**

All vehicles on public land must be registered with either license plates or a green sticker. The plates or sticker must be clearly visible and affixed to the vehicle. Four-wheeled racing vehicles are exempt from this registration if operated solely in organized, sanctioned or permitted events on a closed course.

#### **SPARK ARRESTERS**

All vehicles used on public land must be equipped with a properly- installed spark arrester which meets either the U.S. Department of Agriculture or the 80 percent efficiency level standard and Fire Prevention Order CA-606-85-01 requirements. BLM rangers will inspect for installation and alterations to the arrester. Motor trucks, truck tractors, buses, and passenger vehicles (except motorcycles) are exempt if they have mufflers which meet defined specifications.

#### **NOISE REQUIREMENTS**

All vehicles used on public land must have an adequate muffler installed. The muffler or exhaust system cannot contain cutouts, bypasses or similar devices. Vehicles are exempt if operated in organized, sanctioned or permitted events on a closed course, hill climb, or drag race. Sound limits for four-wheel drive, dune buggy, and four- and six-wheel all-terrain vehicles equal 99dBA; sound limits for motorcycles and three-wheel all-terrain vehicles equal 104dBA.

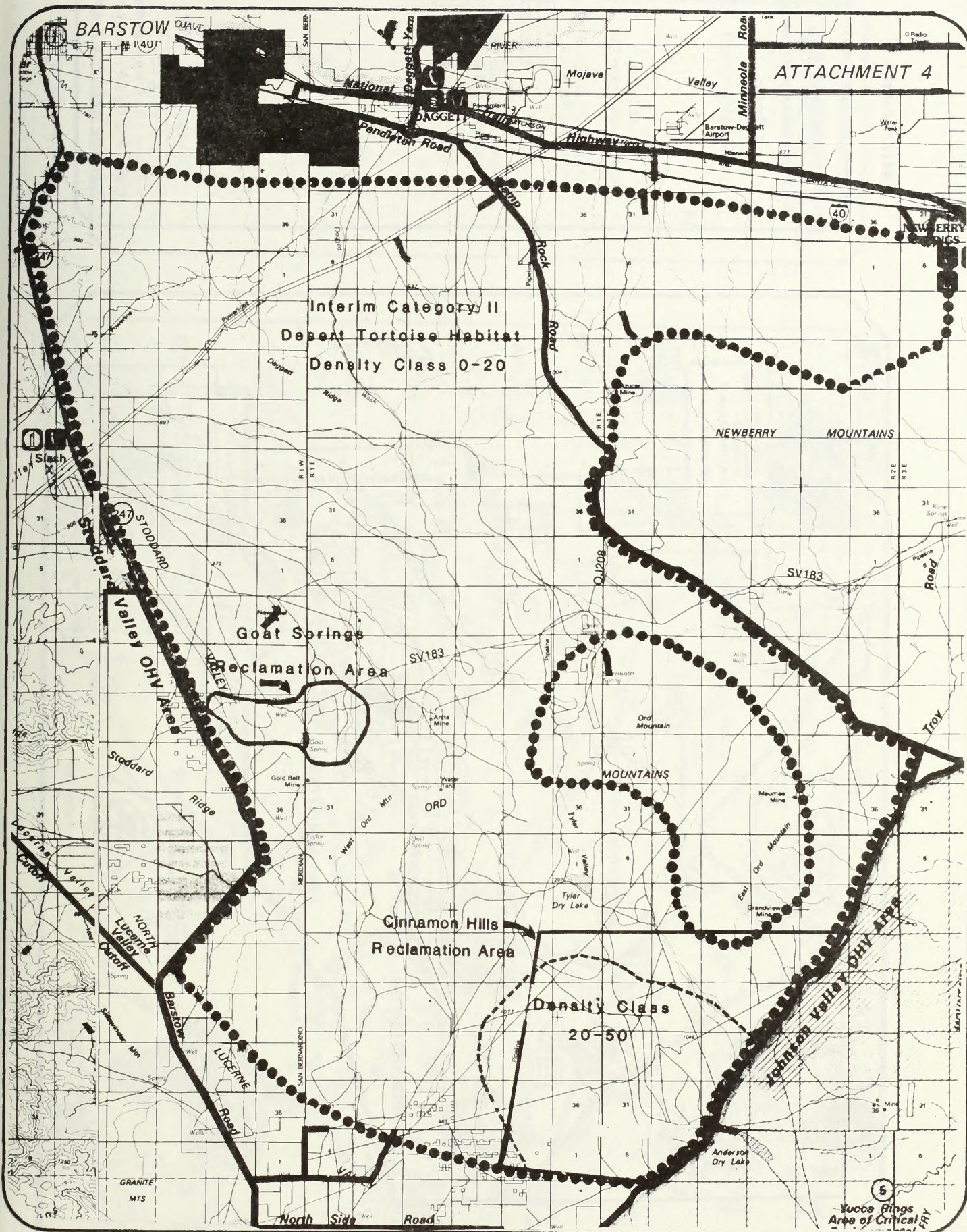
#### **OTHER STIPULATIONS**

- 1) Provide either personnel or warnings, or both, at road crossings.
- 2) Provide written permission for use of all private land traversed as part of the race course (outlined on 15-minute topographic maps) and specify mitigation measures, if needed.
- 3) Consult the appropriate law enforcement authority to evaluate the need for a permit. This authority may place additional stipulations, depending on the size of the event.
- 4) Provide law enforcement for crowd and traffic control.



- 5) Provide written permission for the use of private, state, and county roads. Permittee must understand laws governing the use of these roads and submit measures for control of unauthorized use.
- 6) Contact BLM before marking any part of the race course. The course, the start/finish area, camping areas, and pit areas will be evaluated to assure the safety of the casual visitor in a designated OHV area. Also, a time schedule will be established to inform the general public to event activities.
- 7) Provide the names and phone numbers of those persons responsible for post-event clean-up.
- 8) Provide written instructions, or hold a pre-race briefing, to inform participants of rules, regulations, safety procedures, and other directives.
- 9) Permittee assumes responsibility to confine participating vehicles to the marked course.
- 10) Permittee must "sign" all routes into and around the course area. If damage is expected, outline mitigation measures.
- 11) Permittee must contact the local hospital to alert them of the event.
- 12) Permittee must obtain a property damage, personal injury, and public liability insurance policy.







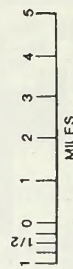
Johnson Valley  
Off Highway Vehicle  
Area  
MANAGEMENT PLAN

REMOVED  
TORTOISE HABITAT

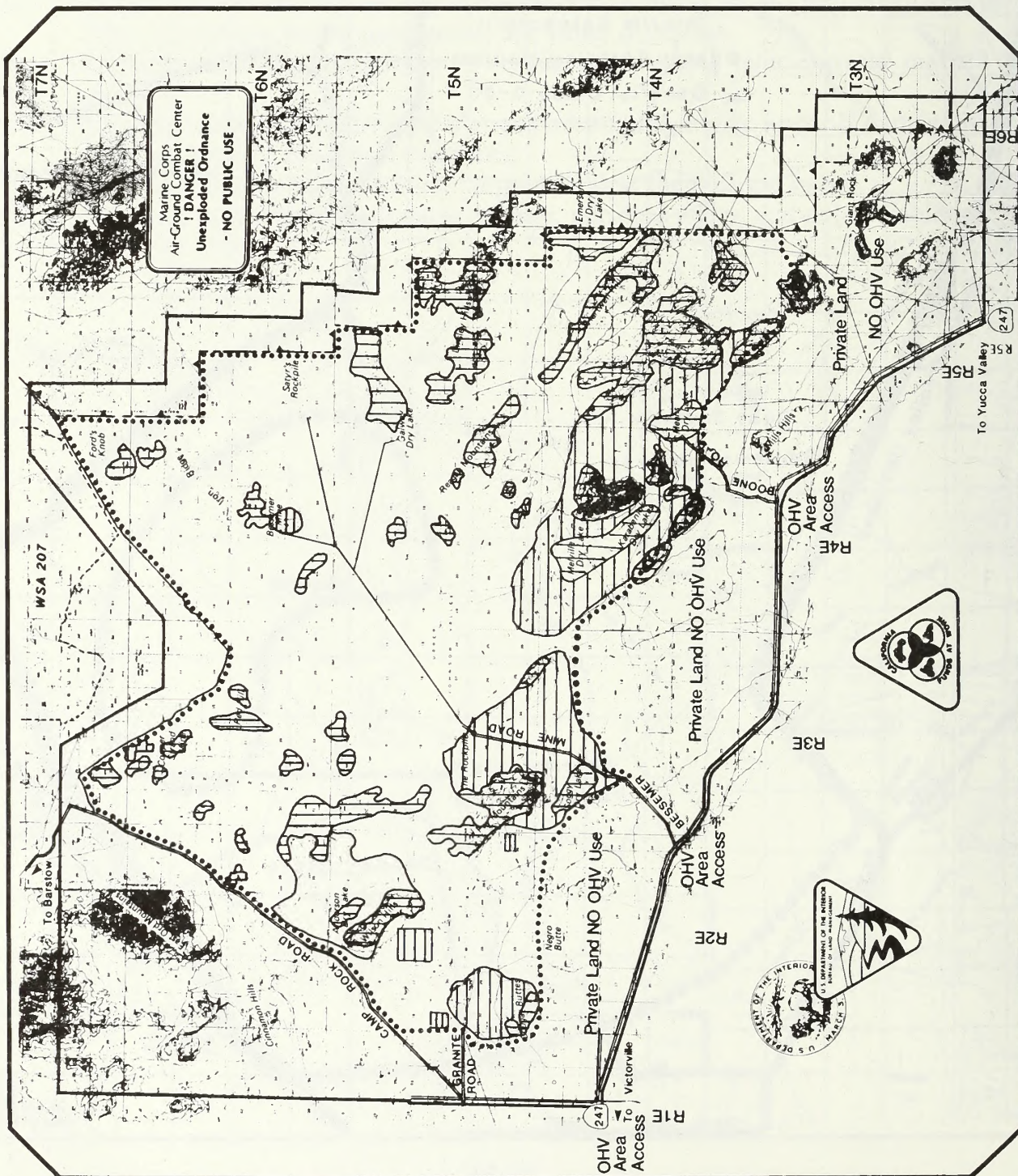
1) Intensively used OHV  
and Mining Area



2) Rocky mountain tops  
and dry Lakes



Bureau of Land Management  
California Desert District  
Barstow Resource Area



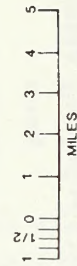


# Johnson Valley Off Highway Vehicle Area

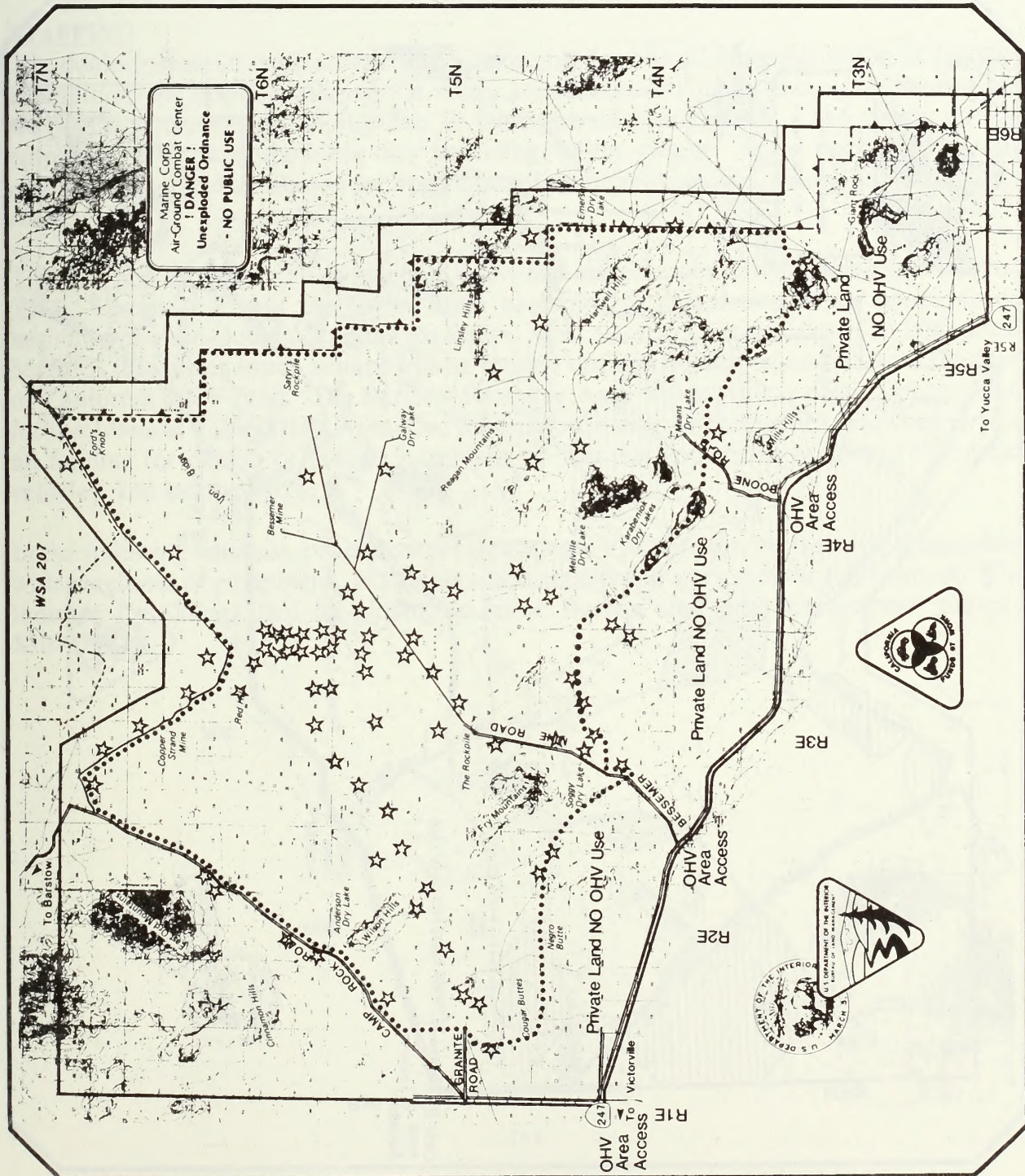
Area

MANAGEMENT PLAN

Tortoise Transect ☆



Bureau of Land Management  
California Desert District  
Barstow Resource Area



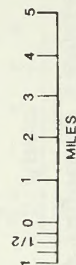
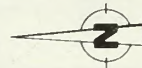
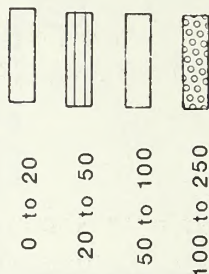


# Attachment 7

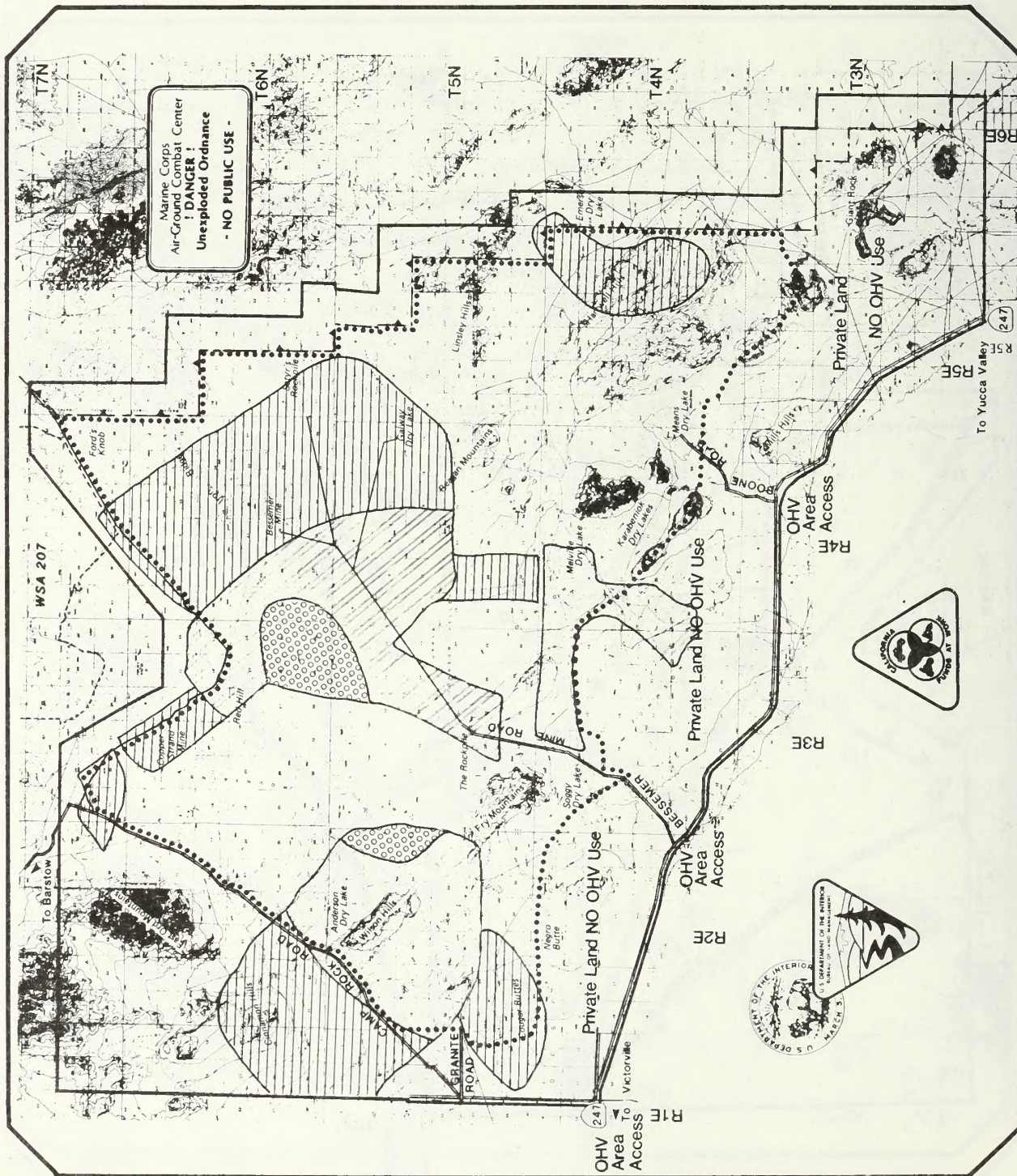
## Johnson Valley Off Highway Vehicle Area

### MANAGEMENT PLAN

ESTIMATED DESERT  
TORTOISE DENSITY  
(Berry, 1984)



Bureau of Land Management  
California Desert District  
Barstow Resource Area





## **APPENDIX 9**

### **COST AND IMPLEMENTATION SCHEDULE**

#### **IMPLEMENTATION AND COST**

Implementation of this Plan and accomplishment of the planning area goals will require the hiring of additional staff. New staff members would include an outdoor recreation planner and a visitor services employee. They would also assist with the accomplishment of other OHV projects throughout the Barstow Resource Area. Without the additional staff, issue resolution and accomplishment of the management goals would be delayed.

#### **STAFFING**

The outdoor recreation planner will be responsible for overall implementation of the plan. In addition, the position will provide visitor services, facility maintenance, monitoring and if necessary recommend adjustments in management prescriptions. The visitor services employee will be responsible for providing on-the-ground visitor services including emergency medical assistance, interpretation of sensitive resources, monitoring, and facility maintenance.

The cost and implementation schedule is divided into five phases, beginning in fiscal year 1993. Phases represent the period from beginning to completion of an action, or the initiation of a scheduled portion of an action. Cost estimates are calculated at 1990 prices. Many of the management actions will be funded through dollars requested from the State of California OHV fund. The Barstow Resource Area will provide a portion of the funds for the Johnson Valley OHV Area/Ord Mountain Grazing Allotment boundary barrier, and all funding for closing or fencing hazardous mining pits and shafts, removing abandoned vehicles, and issuing SRPs.

In the following schedule, procurement (abbreviated PROC) represents the costs associated with purchases of equipment. Materials and contracts and work months (abbreviated WM) indicate the dollars tied to funding in-house Bureau staff and management time (at \$3000/WM).



## JOHNSON VALLEY OHV AREA COST AND IMPLEMENTATION SCHEDULE

		PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	SUBTOTALS	
=====								
<b>LAND CLASSIFICATION AND ACQUISITION</b>								
1) Conservation Plan clarification	WM	.2					0.2	
	PROC	0.0						0.0
2) Conservation Plan amendment, route designation and transfer	WM	.5	0.8	0.5			1.8	
	PROC	0.0	0.0	0.0				0.0
3) Acquisition of non-Federal land excluding State & Catellus								
a) Phase one actions	WM	2.5					2.5	
	PROC	0.0						0.0
b) Exchange	WM		2.0	4.0	4.0	4.0	14.0	
	PROC		1900.0	3800.0	3850.0	3900.0		13450.0
c) Purchase	WM		4.0	6.0	6.0	6.0	22.0	
	PROC		30000.0	45000.0	60000.0	85000.0		220000.0
<b>OHV AREA ACCESS</b>								
1) Easement acquisition	WM	3.0					3.0	
	PROC	2500.0						2500.0
2) Access signs (volunteer project already completed)	WM	0.0					0.0	
	PROC	0.0						0.0
3) Access information signs (volunteer)	WM	0.2					0.2	
	PROC	0.0						0.0
4) CALTRANS signs	WM			0.3			0.3	
	PROC			0.0				0.0
5) OHV area access roads improvement								
a) Bessemer Mine Road	WM		0.5				0.5	
	PROC		218000.0					218000.0
b) Boone Road	WM		0.5				0.5	
	PROC		327000.0					327000.0
6) Internal access system and additional staging areas								
a) Anderson Dry Lake Road	WM	0.3					0.3	
	PROC	328900.0						328900.0
b) North Anderson Dry Lake Rd	WM	0.3					0.3	
	PROC	110900.0						110900.0
c) Bessemer Mine Road	WM			0.5			0.5	
	PROC			331000.0				331000.0
d) Melville Dry Lake Road and Boone Road	WM			0.6			0.6	
	PROC			8000.0				8000.0
7) Highway 247 Left Turn Lanes	WM							
	PROC							
<b>VISITOR SERVICES</b>								
1) Visitor services employee	WM	5.0	5.0	5.0	5.0	5.0	25.0	
	PROC	7000.0	1000.0	6000.0	1000.0	1000.0		16000.0
2) BLM ranger	WM	3.0	3.0	3.0	3.0	3.0	15.0	
	PROC	500.0	500.0	500.0	500.0	500.0		2500.0



		PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	SUBTOTALS	
3) OHV area brochures	WM	0.2	0.2	0.2	0.2	0.2	1.0	
	PROC	6000.0	6000.0	6000.0	6000.0	6000.0		30000.0
4) Information flyers	WM		0.2	0.2	0.2	0.2	0.8	
	PROC		100.0	100.0	100.0	100.0		400.0
5) Desert information outposts	WM		0.5	0.2	0.2	0.2	1.1	
	PROC		500.0	250.0	250.0	250.0		1250.0
6) Kiosks	WM		0.3	0.2	0.2	0.2	0.9	
	PROC		1000.0	400.0	400.0	100.0		1900.0
7) Volunteer adopt-a-project	WM		0.3	0.2	0.2	0.2	0.9	
	PROC		100.0	100.0	100.0	100.0		400.0
8) Grade 17 miles of the eastern boundary, including signs	WM	0.5	0.2	0.1	0.1	0.1	1.0	
	PROC	0.0	2300.0	0.0	0.0	1700.0		4000.0
9) Hazardous mine shaft and open pit closure	WM	0.5	0.5	0.3	0.3	0.3	1.9	
	PROC	500.0	500.0	500.0	500.0	500.0		2500.0
10) Abandoned vehicle removal	WM	0.5	0.5	0.3	0.3	0.3	1.9	
	PROC	300.0	300.0	300.0	300.0	300.0		1500.0
11) Vendor permits	WM	0.3	0.3	0.3	0.3	0.3	1.5	
	PROC	0.0	0.0	0.0	0.0	0.0		0.0
12) Filming permits	WM	0.2	0.2	0.2	0.2	0.2	1.0	
	PROC	0.0	0.0	0.0	0.0	0.0		0.0
<b>RECREATIONAL OHV USE OPPORTUNITIES</b>								
1) OHV opportunities (built into other categories)	WM						0.0	
	PROC							0.0
2) Organized OHV event and unorganized use scheduling	WM	0.2	0.2	0.2	0.2	0.2	1.0	
	PROC	0.0	0.0	0.0	0.0	0.0		0.0
3) Special recreation permits	WM	1.0	1.0	1.0	1.0	1.0	5.0	
	PROC	0.0	0.0	0.0	0.0	0.0		0.0
4) Desert tortoise stipulations (visitor services employee)	WM						0.0	
	PROC							0.0
5) Interpretive trail lay out and theme brochure	WM		1.0				1.0	
	PROC		1000.0					1000.0
6) Means Dry Lake organized event scheduling	WM				0.3		0.3	
	PROC				0.0			0.0
<b>FACILITIES</b>								
1) Planning area signs	WM	1.0	0.3	0.3	0.3	0.3	2.2	
	PROC	20000.0	2000.0	1000.0	1000.0	1000.0		25000.0
2) Maintenance tractor and trailer	WM		0.2				0.2	
	PROC		60000.0					60000.0
<b>FACILITY MAINTENANCE</b>								
1) OHV area access roads	WM	0.3	0.3	0.3	0.3	0.3	1.5	
	PROC	4600.0	12640.0	12640.0	12640.0	12640.0		55160.0
2) Planning area signs	WM		1.5	1.0	1.0	1.0	4.5	
	PROC		5000.0	5500.0	5000.0	5000.0		20500.0
3) Race course, trail and staging area	WM	0.3	0.3	0.3	0.3	0.3	1.5	
	PROC	0.0	0.0	0.0	0.0	0.0		0.0



		PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	SUBTOTALS	
=====								
RESOURCE VALUES								
1) Wilderness study area management (already in place)	WM						0.0	
	PROC							0.0
2) Evaluate highly-sensitive known cultural sites	WM	3.0					3.0	
	PROC	0.0						0.0
3) Known <u>Chamaesyce platysperma</u> inventory	WM	0.3	0.3	0.3	0.3	0.3	1.5	
	PROC	0.0	0.0	0.0	0.0	0.0		0.0
4) Category II habitat reclamation								
a) Phase one	WM	1.0					1.0	
	PROC	0.0						0.0
b) Phase two	WM	1.0					1.0	
	PROC	4000.0						4000.0
c) Phase three	WM		1.0	1.0	1.0	1.0	4.0	
	PROC		1000.0	1000.0	1000.0	1000.0		4000.0
5) Improve or remove wildlife guzzlers	WM		0.3				0.3	
	PROC		1500.0					1500.0
6) Desert tortoise awareness (built into other categories)	WM						0.0	
	PROC							0.0
LAND USES								
1) Right-of-way reservation for primary staging areas	WM	0.5	0.5				1.0	
	PROC	0.0	0.0					0.0
2) Ord Mountain Allotment boundary barrier	WM		2.0				2.0	
	PROC		72000.0					72000.0
3) Lessees and miners to receive organized event schedule	WM	0.1	0.1	0.1	0.1	0.1	0.5	
	PROC	0.0	0.0	0.0	0.0	0.0		0.0
MONITORING								
1) Observation flights	WM	0.2	0.2	0.2	0.2	0.2	1.0	
	PROC	1000.0	1000.0	1000.0	1000.0	1000.0		5000.0
2) Access and trespass	WM		0.5	0.5	0.5	0.5	2.0	
	PROC		100.0	0.0	0.0	0.0		100.0
3) Access roads, staging areas, race courses and trails	WM		0.5	0.5	0.5	0.5	2.0	
	PROC		100.0	0.0	0.0	0.0		100.0
4) Category II transects	WM		0.5	0.3	0.3	0.3	1.4	
	PROC		100.0	0.0	0.0	0.0		100.0
5) Areas of grazing, mining and OHV conflicts	WM		0.3	0.3	0.3	0.3	1.2	
	PROC		100.0	0.0	0.0	0.0		100.0
6) Annual monitor report	WM		0.2	0.2	0.2	0.2	0.8	
	PROC		0.0	0.0	0.0	0.0		0.0
PHASE 1-THROUGH-5 SUBTOTALS:								
	WORK MONTHS	26.1	30.2	28.6	27.0	26.7		
	PROCUREMENT	486,200	745,740	423,090	93,640	120,090		
GRAND TOTAL WORK MONTHS: 138.6      GRAND TOTAL PROCUREMENT: \$1,868,760.00								



## APPENDIX 10

### RESOURCE SUMMARY

The following section is a summary description of the resources and current land uses within the planning area.

#### GEOLOGY

The planning area is located in the eastern half of the Mojave Desert, geologically. It includes broad, alluvium-filled valleys and basins bordered by low, rugged, northwest-trending mountain ranges. The mountain bases are covered by thick alluvial fans. In several places, mountains enclose valleys, causing internal drainage, which, in turn, produces **playas** (dry lakes).

The geology of the planning area is underlain principally by Mesozoic intrusive igneous rocks ranging from granite to diorite. Also, there are some occurrences of older, metamorphic rocks in the basement complex. Outcrops of granitic bedrock, generally dike-intruded Mesozoic quartz and granites, make up more than 40 percent of the area. More than 50 percent of the area is covered by a sandy alluvium, ranging in age from Recent to Pleistocene, and consisting of undeformed, non-marine, granitic sediments. There are numerous faults in the area originating during mid-Tertiary time, with renewed movement beginning in the Pleistocene and continuing to the present day.

#### LAND CLASSIFICATION

The planning area covers approximately 328,320 acres, enclosing the smaller 189,470-acre Johnson Valley OHV Area. The OHV area land ownership estimates are:

	<u>Acreage</u>	<u>Percent</u>
Public land	168,790	89
Private land	18,110	10
CA State land	2,570	<u>01</u>
Totals	189,470	100%

The planning area contains public land designated in the CDCA Plan as multiple-use classifications "Limited", "Moderate", and "Intensive". These multiple-use classes and unclassified public lands are shown on Map 4. The CDCA Plan (1980:13) defines the three multiple-use classes and unclassified land as follows:

- 1) Limited: "...Protects sensitive, natural, scenic, ecological, and cultural resource values...and is managed to provide for generally lower-intensity, carefully-controlled multiple-use of resources, while ensuring that sensitive values are not significantly diminished."
- 2) Moderate: "...[Provides a] controlled balance between higher intensity use and protection of public land...and is managed to provide a wide variety of present and future uses such as mining, livestock grazing, recreation, energy, and utility development...to conserve desert resources and to mitigate damage to those resources which permitted uses may cause."



- 3) Intensive: "...[Provides] for concentrated use of land and resources to meet human needs...and is managed to provide reasonable protection for sensitive natural and cultural values. Mitigation of impacts on resources and rehabilitation of impacted areas will occur insofar as possible."
- 4) Unclassified: "Scattered and isolated parcels of public land in the California Desert which have not been placed within multiple-use classes. These parcels will be managed on a case-by-case basis, as explained in the Land Tenure Adjustment Element of the CDCA Plan."

The current planning area surface rights-of-record crossing public land generally pertain to roads and communication/transmission lines. The following is a list of rights-of-record within the planning area:

- 1) Camp Rock Road: County of San Bernardino maintained road #206400, established under the principles of Revised Statute 2477 (formerly 43 U.S.C. 932); it is an authorized Right-of-Way; Right-of-Way width is the maintained width. County maintained roads are open only to street legal vehicles.
- 2) Southern California Edison (SCE): Rights-of-Way LA-053048 (October, 28,1937), LA-053099 (March 16, 1939) and LA-054624 (April 7, 1941); electric transmission lines and maintenance road granted under the Act of December 21, 1928 (43 U.S.C. 617d). The maintenance road is open for public use.
- 3) Bess Mountain Communications Site and Access Road: Communications Site Right-of-Way LA-0170408 (AT&T; September 27, 1965) and CA-17622 (Pac Bell; April 1, 1986) plus electric service line LA-0171499 (SCE; July 5, 1963). The last 1/4 mile of the access road is closed to public use.
- 4) Los Padres Mine Road: Underground telephone line Right-of-Way R777 (June 5, 1968) and electric distribution line Right-of-Way R2551 (September 30,1970) granted pursuant to the Act of March 4, 1911, as amended (43 U.S.C. 961); the lines parallel the Los Padres Mine Road, which is a open for public use.
- 5) U.S.G.S. Earthquake Monitoring Station: Right-of-Way CA-2953-59 issued to U.S.G.S. on January 1, 1981 for a small installation within the NE 1/4, NW 1/4, Section 10, T.4N., R.4E., SBM. Authority for Right-of-Way is Section 507, FLPMA.
- 6) Galway Lake: Mission Aviation Fellowship was issued a permit for light aircraft landing/take-off training on public land at Galway Lake. Use is periodic, estimated at 10 days/year.
- 7) Bessemer Mine Road: For the segments which cross public land, Right-of-Way CA-5901 (April 20, 1979) was issued to the BLM under Section 507, FLPMA; the Right-of-Way width is 50 feet. Between State Highway 247 and the Soggy Dry Lake area, the U.S. has acquired easements CA-11956 (June 3, 1981), CA-12251 (August 3, 1981) and CA-14133 (September 3, 1981) across segments of private land; the acquired easements are 50 feet wide. The maintained portion of Bessemer Mine Road (Highway 247 to Soggy Dry Lake) is open only to street-legal vehicles.

## RANGE MANAGEMENT

Portions of the Ord Mountain and Johnson Valley Grazing Allotments lie within the planning area (please see Map 6). Ord Mountain Allotment supports a year long cow/calf



operation with a base herd of approximately 380 animals. The allotment is managed through the Ord Mountain Allotment Management Plan approved in 1985. The allotment plan prescribes ten range improvements within the planning area, nine water developments and a cattle drift fence. A portion of the allotment, totalling 23,700 acres, is within the OHV area. Grazing occurs mainly during the spring and in the northwestern part of the OHV area. Should unresolvable livestock operation and OHV-use conflicts occur within this area, OHV use will be given priority.

The Johnson Valley Allotment has the potential for supporting a livestock operation of 2,800 sheep. Under good conditions grazing would occur during the spring, but due to lack of forage the lessee has never used the allotment. At this time, there is no allotment management plan, nor are there range improvements for the Johnson Valley Allotment. Approximately, 166,300 acres of the allotment are contained within the OHV area. Should unresolvable livestock operation and OHV use conflicts occur, OHV use will be given priority.

### **MINERALS**

Mining was the major minerals-related activity within the planning area until the early 1900's. A few mines were reworked during the 1930's and 1940's, but were again abandoned or lack of production or market. These abandoned mines provide an interesting look at the history of the planning area; however, extreme caution must be used when visiting them. Today, there are 26 intermittently-active mining claims in the planning area. These claims are relatively small operations worked on the weekends and are associated, for the most part, with precious metals.

Substantial occurrences of iron ore are located in the eastern half of the OHV area. However, the area of highest potential for development appears to be the hills between the Los Padres Mine and the Blue Ribbon Mine, west and southwest of Emerson Lake. This conclusion is based on the number of active mines (a total of nine), mining notices received, and inquiries from mining consultants.

### **RECREATION**

A wide variety of recreation opportunities exist throughout the planning area. The area's size and diverse landscapes attract visitors who participate in OHV recreation, both organized and unorganized, and other recreational activities.

Unorganized OHV recreation is generally family-oriented. Motorcycles and all-terrain vehicles are the most popular OHV's for this type of use. Unorganized play consists of cross-country riding and trail use. Cross-country riding is permitted only within the multiple-use classified "Intensive"/vehicle-use designated "Open" OHV area. It includes exploring areas where no trails exist or going from point-to-point over roadless terrain. Trail use includes riding within a concentrated network of trails; irregular, circle-shaped "worm" tracks; and trail touring. During the course of a weekend outing, visitors may be involved in unorganized activity both before and after participating in an organized event.



The OHV area is a major location for organized OHV events in Southern California. Through the SRP system, the Bureau manages an average of 24 organized events annually within the OHV area. Motorcycle "hare and hound" and enduro races are the most popular events, followed by trials, rallies, and race car events. See Appendix 1 for a description of these events. Other organized events include obstacle course runs, game days, poker runs, and safety and training sessions.

While OHV use is the major activity in the area, visitors participate in other forms of recreation as well. These include camping, sightseeing, wildlife observation, photography, hiking, rock climbing, shotgun target shooting and hunting, land sailing, rock hounding, and model rocket and airplane flying. The above activities bring thousands of visitors each year to the planning area.

During recent years, visitation for organized events has increased each year, totaling an estimated 210,000 visitors to the OHV area (or 80,000 visitor use days per year). Most of the visitation occurs on weekends and holidays, and is distributed throughout the year. The majority of these visitors travel to the high desert from the Los Angeles Basin on an average of seven times per year. They stay just over two days and average 18 visitors per group. See Appendix 2 for additional visitor use statistics.

## **WILDERNESS**

The BLM Wilderness Characteristics Inventory was used for the area surrounding the Rodman Mountains to determine that 40,454 acres qualify for identification as a WSA. Of these, 23,825 acres have been recommended as suitable for wilderness designation. WSAs are studied to determine their suitability for statutory inclusion into the National Wilderness Preservation System. During this study period and prior to Congressional designation as Wilderness or release for other uses, the Bureau manages WSAs through the Federal Land Policy and Management Act and the Interim Management Policy for wilderness.

Approximately three miles of the Rodman Mountains WSA (CDCA Plan #207) boundary is adjacent to the northeast corner of the OHV area (Map 2, top center). The WSA consists of an extensive series of ridges ascending from 3,000 feet elevation, along the northern Mojave Valley alluvial slope, to 4,900 feet on Pipkin Cindercone. Lava flows with cliff-like sides bisect the area, creating spectacular waterfalls during the wet season. The Creosote scrub community covers the alluvial slopes, while the Joshua tree woodland association is evident at higher elevations.

## **CULTURAL RESOURCES**

Both prehistoric and historic cultural resources have been identified within the planning area. There are some areas of historical mining activity to be found within the planning area; cultural assessments of such sites are made to determine their importance. Prehistoric sites are typically found where prehistoric peoples lived or where they gathered for specific purposes. Common artifacts relate to lithic workshops, small occupation sites, temporary camps, and habitation sites. Areas with a high probability of containing cultural resources include habitation sites and locations where sources of lithic raw material occur. The majority of the planning area has a low probability of containing cultural resources.



## WILDLIFE

Wildlife species found within the planning area are generally characteristic of the Creosote Bush Scrub community. The reptile fauna found there include desert banded-gecko (*Coleonyx variegatus*), desert horned lizard (*Phrynosoma platyrhinos*), Mojave fringe-toed lizard (*Uma scoparia*), rosy bca (*Lichanura trivirgata*), Mojave rattlesnake, (*Crotalus scutulatus*) and the desert tortoise (*Xerobates agassizi*), California's state reptile, and the only State- or Federally-listed threatened or endangered species in the area.

A continually declining tortoise population, and the recent State and Federal threatened species listings require immediate action to protect the tortoise. The BLM Interim Directives for Management of Desert Tortoise (CDD-89-52) became effective February 23, 1989. These directives will remain in effect until habitat management plans and a formal amendment to the CDCA Plan are developed with full public review and environmental assessment. Tortoise habitat management within the OHV area will remain in place, minimizing impacts to tortoises through mitigation actions. Tortoise habitat west of Camp Rock Road, which includes the Cinnamon Hills, will be managed to maintain stable, viable, tortoise populations and to minimize the loss and deterioration of tortoise habitat. Instruction memo CDD-89-52 details tortoise habitat management for the California Desert District.

Appendix 3 shows the location and results of desert tortoise sign transects for the planning area and adjacent habitat. Eighty-four of the transects are located within one mile of the OHV area. Table 1 displays the estimated desert tortoise densities in the OHV area for 1980, 1986, and 1989. The 1980 tortoise population densities are adapted from Berry, (1984;Plate 2-2) which is shown on Map 11. A 17 percent per year reduction has been applied to the 1986 density classes. This reflects the tortoise decline (68% of the population) indicated by the OHV area trend plot between 1980 and 1986 (Berry, 1990). The 17 percent-per-year decline continues through 1989, the estimate of the desert tortoise population at that time (within the Johnson Valley OHV Area) being 1,406 animals. The desert tortoise habitat estimate includes the removal of approximately 80 square miles of unusable habitat from the total 292-square-mile OHV area (please see Map 11), including approximately 10 square miles of dry lake beds, 20 square miles of steep, rocky mountain tops, and 50 square miles of intensively-used OHV areas and mining areas.



TABLE 1: ESTIMATE OF DESERT TORTOISE NUMBERS IN THE JOHNSON VALLEY OHV AREA IN 1980, 1986 AND 1989.

TORTOISE	I					
DENSITY	I					
MEAN (CLASS)	I	10 (0-20)	35 (20-50)	75 (50-100)	175 (100-250)	TOTALS
HABITAT	I					
SQ. MI.	I	108	56	41	8	213
TORTOISES	I					
IN 1980	I	1080	1960	3075	1400	7515
REDUCTION	I					
FACTOR FOR	I					
TORTOISES	I	17%/yr.	17%/yr.	17%/yr.	17%/yr.	17%/yr.
TORTOISES	I					
IN 1986	I	353	641	1005	458	2457
REDUCTION	I					
FACTOR FOR	I					
TORTOISES	I	17%/yr.	17%/yr.	17%/yr.	17%/yr.	17%/yr.
TORTOISES	I					
IN 1989	I	202	367	575	262	1406

The majority of mammals in the planning area are nocturnal and possess physiological adaptations to cope with the harsh climate and adverse habitat conditions. These species include: the black-tailed jackrabbit (*Lepus californicus*), Audubon cottontail (*Sylvilagus audubonii*), antelope ground squirrel (*Ammospermophilus leucurus*), little pocket mouse (*Perognathus longimembris*), kit fox (*Vulpes macrotis*), badger (*Taxidea taxus*), spotted skunk (*Spilogale putorius*) and the bobcat (*Lynx rufus*).

The planning area contains habitat for over 150 species of birds. Notable species include: the American golden eagle (*Aquila chrysaetos*), prairie falcon (*Falco mexicanus*), and the burrowing owl (*Athene cunicularia*). The Ord Mountains are especially important as a raptor breeding habitat. The area contains two game birds, the mourning dove (*Zenaida macroura*) and the chukar (*Alectoris chukar*). These birds are usually associated with the seventeen small game water guzzlers, scattered throughout the planning area.

Small game water guzzlers were constructed in the planning area by the California Fish and Game to supplement existing water supplies and to expand wildlife populations. Many of the guzzlers have been heavily vandalized, some of them to the point of not being functional. BLM law enforcement rangers are responsible for the protection and monitoring of these guzzlers. However, large patrol sectors and a limited number of rangers make this a difficult task.



## VEGETATION

The Creosote Bush Scrub and Salt Bush Scrub plant communities are the dominant cover in the planning area. The Salt Bush Scrub community, associated with dry playas, covers less than 10 percent of the planning area. It is characterized by allscale salt bush (*Atriplex polycarpa*), Parry salt bush (*Atriplex parryi*), shadscale (*Atriplex confertifolia*), and iodinebush (*Suaeda torreyana*).

The Creosote Bush Scrub community covers the remainder of the planning area. This community contains the creosote bush (*Larrea tridentata*), burrobrush (*Ambrosia dumosa*), turpentine broom (*Thamnosma montana*), Nevada-joint fir (*Ephedra nevadensis*), little-leaf ratany (*Krameria parvifolia*), Mohave yucca (*Yucca schidigera*), and desert needle grass (*Stipa speciosa*).

Within the scope of this plan, the planning area contains two Unusual Plant Assemblages (UPAs), two Areas of Critical Environmental Concern, and a BLM-sensitive species. The Johnson Valley/Lucerne Valley Creosote Brush Clones and Fry Mountain Ancient Mojave Yucca Clones Unusual Plant Assemblages contain plant species which have attained great age. These UPAs overlap and cover the entire planning area, except for a small portion of the northeast corner.

Upper Johnson Valley Yucca Rings Area of Critical Environmental Concern, contained within the Fry Mountain Ancient Mojave Yucca Clones Unusual Plant Assemblage supports the largest and oldest Mojave yucca rings known (Map 5). The age of the oldest ring is estimated at 2,500 years. The Soggy Dry Lake Creosote Rings Area of Critical Environmental Concern is contained within the Johnson Valley/Lucerne Valley Creosote Brush Clones Unusual Plant Assemblage and supports the world's oldest living organism, King Clone (Map 5). This prehistoric creosote ring is estimated to be some 11,000 to 12,000 years old. *Chamaesyce* = *Euphorbia platysperma*, a low-growing ground cover spurge, is a BLM-sensitive species and candidate for the Federal endangered species list. Inventory records for the CDCA Plan list the finding of this plant within the OHV Area.

## VISUAL RESOURCES

Visual Resource Management (VRM) provides the guidelines for the Bureau to manage the quality of the visual environment and to reduce visual impacts. It provides a way to evaluate management actions in relation to the visual quality of an area. VRM within the OHV area deals primarily with the potential for reducing the visual impacts from new roads, recreation facilities, communication sites and utility corridors.

Other public land in the planning area possesses a higher priority for visual resources. This land is managed for maintaining the quality of the visual environment, as well as reducing developmental impacts.

An important step in the VRM process is to inventory and classify areas according to its visual resources. Public land within the planning area is divided into three VRM classes:



Class II land is managed so that "changes in any basic visual element (form, line, color and texture) caused by management activity are not evident in the characteristic landscape." Contrasts caused by management activity can be seen, but must not attract attention. This class covers a small percentage of the planning area.

Class III is defined as "contrasts in basic visual elements (form, line, color, and texture) caused by management activity can be evident, but should remain subordinate to the existing landscape."

Class IV allows that "contrasts in basic visual elements caused by human activity attract attention and be a dominate feature of the landscape."

Overall scenic quality within the planning area is medium to low. The area contains a variety of landscapes including creosote-dominated flatlands, playas, alluvial fans, and desert mountains. This diversity tends to increase the scenic quality, but man-made intrusions lower it. Visual intrusions consist of roads, powerlines, mining activities, OHV trails, and heavily-used staging areas.

### **SOIL, WATER, AND AIR**

Soil associations within the planning area occupy two physiographic areas: **uplands** containing old terraces, alluvial fans, and low foothills, and **lowlands** containing alluvial flood plains, terraces, alluvial fans and basin rims. Generally, upland soils consist of alluvial and residual materials with textures ranging from cobbly to gravelly sandy loams. These soils are very shallow to very deep, found on nearly-level to very steep slopes and are moderately susceptible to erosion. Lowland soils are shallow to very deep, found on nearly level to sloping surfaces and are moderately-to-highly-susceptible to erosion. Also, saline or alkaline soils occur in the lowlands. Normally, these soils are sandy or loamy in texture and have the potential for moderate to high erosion.

According to the San Bernardino Air Pollution Control District, air quality in the planning area is relatively good for Southern California. Water within the planning area is scarce. There are no live surface streams, springs, or seeps. The intermittent streams flow from mountainous areas directly into playas and either evaporate or sink into the underground water supply. These streams are dry washes except during infrequent heavy winter storms or local summer thundershowers.



## **APPENDIX 11**

### **PLANNING PARTICIPANTS**

The Johnson Valley OHV Area Management Plan and Environmental Assessment is the result of a group effort, involving a number of specialists working in the Barstow Resource Area. Changes or additions to the draft plan and environmental assessment as a result of staff comments, have been incorporated into the final plan and environmental assessment. The following list is of planning participants who provided technical assistance with the writing of these documents.

#### **BLM CALIFORNIA STATE OFFICE**

Johnson, Richard     Deputy State Director, Lands and Renewable  
Resources

#### **BLM CALIFORNIA DESERT DISTRICT**

Berl, Lance             Off-Highway Vehicle Coordinator  
Mensing, David        Outdoor Recreation Planner  
Rutherford, Connie     Botanist

#### **BLM BARSTOW RESOURCE AREA**

Allert, Les             Outdoor Recreation Planner  
Albiston, Daryl        Resource Branch Chief  
Barker, Pat             Archaeologist  
Chavez, Anthony       Range Conservationist  
Davis, Mark            El Mirage Project Manager  
DeKeyrel, Michael     Realty Specialist  
Egan, Tom              Wildlife Biologist/Botanist  
Huibregtse, Dean      Range Conservation  
Johnson, Harold       Lead Outdoor Recreation Planner  
McClain, Paul          Wildlife Biologist  
Moses, Jim             Off-Highway Vehicle Coordinator  
Paris, Sharon          Environmental Coordinator  
Read, Tim              Recreation/Wilderness Branch Chief  
Schulte, Kenneth       Geologist  
Skallman, Nathan      Outdoor Recreation Planner  
Stevens, Wayne        Law Enforcement Ranger  
Wilbanks, Cathi       Wilderness Coordinator  
Wilbanks, Jeff         Outdoor Recreation Planner

#### **UNITED STATES FISH AND WILDLIFE SERVICE**

Harper, Brooks        Field Supervisor

#### **CALIFORNIA DEPARTMENT OF FISH AND GAME**

Worthley, Fred        Regional Manager







## **APPENDIX 12**

### **PUBLIC AND OTHER AGENCY COMMENT LETTERS AND BLM RESPONSE**

Letters received in response to the Draft Johnson Valley OHV Area Management Plan and Environmental Assessment are contained in this section. Bureau of Land Management responses, within the scope of the plan, follow each comment and question. Changes or additions to the draft plan and environmental assessment, as a result of public and staff comments, have been incorporated into the final plan.

The following list contains the agencies, businesses, individuals and (public) organizations that provided written comments.

#### **FEDERAL**

United States Fish and Wildlife Service

#### **STATE OF CALIFORNIA**

Department of Fish and Game

#### **BUSINESSES**

Kaiser Steel Corporation

Lawrence Livermore National Laboratory

#### **ORGANIZATIONS**

California Off-Road Vehicle Association

Check-Point Motorcycle Club

Associated Blazers of California

California Association of 4WD Clubs

Viking Motorcycle Club

#### **INDIVIDUALS**

Fred and Della Fogel

Ed Manning

Barbara Manning

Clifford John Daniel Parler



ATTENTION  
PUBLIC AND OTHER AGENCIES CONCERNED WITH THIS MATTER

Letters received in response to the Public Hearing held on May 1, 1968, at the Department of Fish and Game, Sacramento, are enclosed as Appendix A. These letters, which are of various nature, are being distributed to the public and other agencies for their information and comment. It is requested that any comments be submitted to the Department of Fish and Game, Sacramento, by May 15, 1968.

The following are the comments of the various agencies and organizations which have been received:

UNITED STATES FISH AND WILDERNESS SERVICE

STATE OF CALIFORNIA  
Department of Fish and Game

REMARKS:  
The following comments were received from the various agencies and organizations:

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## COMMENTS AND BLM RESPONSES

### 1) Fred and Della Fogel, Lucerne Valley, California.

**Comment:** "When you OK this crap [i.e., the "Great Mojave 250 Race"] do you ever go out to check the damage done by the **week-end warriors**?"

**Response:** The Barstow Resource Area, OHV coordinator performs, both pre- and post-race compliance checks. These checks ensure that organized event promoters/sponsors operate within the event stipulations. The Johnson Valley Off-Highway Vehicle Area is managed as an "intensive-use" area. The CDCA Plan provides the following guidelines for resource protection in intensive-use areas: Reasonable protection will be provided for sensitive natural and cultural resources and mitigation of impacts on resources and rehabilitation of impacted areas will occur insofar as possible.

A visitor services employee has been hired to assist the OHV coordinator with pre- and post-race compliance checks, and to increase BLM ranger patrols during major organized events and holidays.

### 2) Ed Manning, Yucca Valley, California.

A) **Comment:** "Since you are determined to send these city dwellers to Johnson Valley you should at least prohibit OHV's from using anything or any place south of HWY 247."

**Response:** BLM classified the majority of public land south of Highway 247 multiple-use "Limited". This classification allows for desert access on designated roads and trails, and is managed for lower-intensity, carefully-controlled, multiple-use of resources, while ensuring that sensitive values are not significantly diminished. The public has the right to use public land south of Highway 247 in the manner described above. Inappropriate and intensive OHV activity **south** of Highway 247 will be redirected to designated OHV areas. This action will be implemented through increased visitor information and BLM ranger and visitor services employee patrols. Also, OHV area access road improvements and signing will assist in getting OHV enthusiasts to more appropriate places to ride.

B) **Comment:** I believe you owe us protection in any way, shape or form possible, preferably a fulltime Ranger on weekends at least."

**Response:** A visitor services employee was hired in May, 1990. This employee spends a majority of his time in the planning area. He provides a greater BLM presence by working on the weekends, heavy use holidays, and major organized events. Chief responsibilities include: visitor information and contact, emergency medical assistance, monitoring, facility maintenance, protection and interpretation of sensitive resources, and SRP compliance.

The Plan proposes to increase BLM ranger patrols within the planning area during major organized events and holidays.



C) **Comment:** "Why not direct them [OHV enthusiasts] to all the riverbottoms down in the [Los Angeles] basin or up the hill to Bishop or Barstow?"

**Response:** The BLM's Barstow, El Centro, Ridgecrest, Palm Springs/South Coast, and Bishop Resource Areas, the U.S. Forest Service, the California Parks and Recreation Department, and the San Bernardino County Regional Park Department all have designated OHV areas. Public agencies direct OHV enthusiasts to historically used OHV areas, now designated and managed for such use, to help reduce inappropriate OHV use on private and public land.

3) **Barbara Manning, Yucca Valley, California.**

A) **Comment:** "...I quite agree with the suggestion that you do **not** encourage CALTRANS to put up signs on Highway 10 and Highway 62 directing people to the area."

**Response:** OHV enthusiasts have been coming to the Johnson Valley OHV Area for almost three decades, or roughly twenty years before its BLM designation and promotion. Desert visitors seeking OHV recreational opportunities will inevitably continue to use the OHV area, and such visitation will probably increase with or without highway signing. Directing people to appropriate areas for OHV recreation, north of Highway 247, will help resolve the intensive-use pattern south of the highway.

The Plan has been revised to indicate that Interstate 10 will not receive CALTRANS directional/milage signs and the other directional/mileage signs will not be installed until the Boone and Bessemer Mine Roads are improved, the OHV area boundary and visitor information signs are installed, and the visitor services employee has been hired.

B) **Comment:** "We Johnson Valley residents get the riff-raff overflow from the OHV area and your suggestion that we take responsibility to erect signs regarding non-OHV area is absurd!"

**Response:** This concept is a community self-help action designed to assist in resolving OHV-related problems on private land. BLM is mandated by Congress to manage public land and has no jurisdiction on private land. However, the BLM can help resolve private landowner and OHV user conflicts. Examples of recommendations in this plan to help resolve these problems include: Improve both signs and roads, hire a visitor services employee and increase visitor information, encourage volunteer involvement, and increase BLM ranger patrols.

C) **Comment:** "And please remember that you O.K. BLM land for their [OHV enthusiasts] use even when they use "our" [Johnson Valley] roads to get to BLM land."

**Response:** BLM designated Camp Rock, Bessemer Mine, and Boone Roads as primary access routes to the Area, north of Highway 247. Camp Rock is a San Bernardino county road, open for public use. Right-of-way easements were purchased for Bessemer



Mine and Boone Roads where they cross private land. Obviously, OHV enthusiasts would greatly help this situation by endeavoring to comply with California Penal Code, Part 1, Title 14, Section 602 (signing and trespass).

**4) Paul Winters, CA4WDC Resource Conservation Officer, Hesperia, California.**

**Comment:** "There does appear to be a glaring error or two in the plan which needs to be handled. Page 31, item 4: Reclamation is understood and the route designation process is appropriate. However, the plan only calls for [the] route designation process for the Cinnamon Hills.

"Page 33, item 2: Cattle drift fence is understood along with cattle guards for routes designated open. However, this, combined with the Cinnamon Hills route designation, only allows for appropriate fencing for the reclamation area, not clear to the Ford's Knob area... Before this, or any, fence can be erected there must be a route designation process for the East Ord Mountains and any other public land within the planning area and outside of the open play area."

**Response:** This management action [please see Resource Values, Management Action #37 -- referred to in the comment as "Page 31, item 4"] only deals with the Cinnamon Hills reclamation area. Therefore, it only addresses route designation in the Cinnamon Hills. However, as you stated, the Draft Plan does **not** address route designation for the Ord Mountain Grazing Allotment drift fence and will be revised to include the concept of prior to construction of the allotment fence, BLM and interested parties will form a route designation committee. This committee will complete the existing route inventory for the affected area and will recommend routes for adequate access and tortoise habitat protection, at the same time allowing for desert access, livestock containment, and resource protection.

**5) Dana Bell, Checkpoint Enduro Motorcycle Club, Legislative Officer, Long Beach, California.**

**A) Comment:** "There are serious concerns regarding a designated trail system within the OHV Area. A designated trail system could create liability problems for both the BLM and organized user groups. Should a casual user be affected by a crossing race course or by a participant on a crossing race course, who would be liable? Designated trails could also seriously reduce areas available for organized event courses."

**Response:** The proposed OHV area trail system described in the Draft Plan will be revised to include just one interpretive loop trail. The trail will have a self-guiding interpretive brochure indicating numbered points-of-interest which feature such things as the history and natural history of the area, as well as safety information and suggestions for responsible use. The trail will originate north of Anderson Dry Lake at a proposed staging/camping area, and will be ten-to-fifteen miles long, with an information sign at the trailhead, including trail terrain and length, types of organized events held in the area, general safety, and the type of vehicle appropriate for the trail.



The interpretive loop trail will be located where organized events and unorganized activity can co-exist safely. Trail and race courses should not cross. In addition to this, trail markers and warning signs will help provide effective safety.

With reference to your question "should a casual user be affected by a crossing race course or by a participant on a crossing race course", both the BLM and the organized event promoters/sponsors could be liable. This loop trail idea is essentially experimental. Only if it proves successful will other staging areas be considered for interpretive trails.

**B) Comment:** "As an alternative [to a designated trail system within the OHV area], the Bureau might consider including the points of interest in the brochures."

**Response:** The Plan has been revised to include the need to update the existing OHV area brochure when the current supply is depleted. Such an updated brochure could provide information on history, geology, natural history, cultural sites, other recreation opportunities, hazards in the area, and desert safety.

**C) Comment:** "Organized events deserve priority in those areas set aside for them. ...[An] additional public comment process should be provided before any reduction in the number of organized events is made by the Bureau."

**Response:** The initial proposal in the Draft Plan of limiting holiday organized events to just five holidays (and continuing to base the number of organized events scheduled each year on the quantity and type of race applications received, funding, and staff capabilities) will be removed and will be replaced with the concept of providing **both organized and unorganized** recreational OHV opportunities on 42 weekends per year (or 80%), including President's Day/Memorial Day/July 4/Columbus Day/Thanksgiving/and Veteran's Day, and providing **unorganized-recreational-OHV-opportunities-only** on 10 weekends per year (20%), including New Year's/Dr. King's Birthday/Labor Day/and Christmas.

Unorganized use can also occur on the organized event weekends and holidays, but will take place at separate staging/camping areas. Three staging areas every weekend of the year will be available for unorganized use separate from organized event staging areas.

**D) Comment:** "When the facilities [motorhome sewage dump station and trash dumpsters] are available, prominent signing at the disposal site, notice on the OHV Area signs, and notice to organized user groups should be made to ensure immediate and maximum use."

**Response:** The Plan has been revised to indicate that the appropriate place for sewage and trash facilities is at a "California Desert Information Outpost." Information Outposts should have standard and easy-to-read signing for easy visitor recognition.



E) **Comment:** "The Checkpoint Enduro Motorcycle Club formally requests to be included as an "interested party" in Phase 1,2, and 3 of the reclamation action for the Cinnamon Hills Reclamation Area."

**Response:** The Barstow Resource Area Office will contact the Checkpoint Enduro Motorcycle Club when forming the route designation committee.

6) **Orol J. Anderson, Manager of Mining Properties, Kaiser Steel Resources, Desert Center, California.**

A) **Comment:** "...The draft Plan fails...to address and to attempt to mitigate the many potential conflicts between largely unrestricted recreational pursuits and industrial pursuits, such as mineral development, in the planning area."

**Response:** Analysis of the public scoping meetings for the Draft Plan identified two mining-and-OHV-use conflicts: OHV use occurring directly within the working area of an active mine, and the hazards associated with unsigned open mining operations.

Since the scoping meetings were held, it has been noted that, in addition to the identified conflicts, vandalism to capital investments in the Los Padres Mine area is also occurring. Primarily, these conflicts are occurring in the southeastern portion of the OHV area. The Plan recommends several actions to help resolve the identified conflicts between mining and OHV use:

- a) Monitor the Los Padres Mine area for mining operation and OHV use conflicts, and for identifying safety hazards.
- b) Continue to fence or cover open mine shafts and identify open pit mines that represent a public safety hazard.
- c) Schedule a visitor services employee to patrol the planning area.
- d) Increase BLM ranger patrols on major holidays and during organized events.
- e) Provide Area visitors with information on appropriate recreational activities through public contacts, signs, brochures, supplemental flyers, and California Desert Information Outposts.

Mining operators receive a BLM letter of notification before they begin work in the OHV area. The letter provides stipulations to reduce the hazards associated with mining operations and OHV activities. Organized event promoters/sponsors also operate within stipulations designed to reduce safety hazards.

The Plan has been revised to include the vandalism problem noted in the Los Padres Mine area, the need for increased patrol and monitoring, and the need for coordination between miners and OHV organized event promoters/sponsors. An example of this would be providing active miners with a schedule of organized OHV events which affect their mining activities.



B) Comment: "...It is obvious that too little consideration was given to the area's mineral potential."

Response: Under the 1872 Mining Law, the right to mine locatable minerals is non-discretionary on virtually all public land within the planning area. Also, throughout the majority of the planning area, mining and OHV use can occur simultaneously, with impacts being mitigated based upon 43 CFR [Code of Federal Regulations] 3809, or other regulations. Because of this, considering mineral potential was not a major issue. However, the Draft Plan will be revised to indicate the substantial occurrences of iron ore located in Sections 27,28,33, and 34, T.6N., R.4E., SBB&M, and Section 12, T.5N., R.4E., SBB&M.

C) Comment: "...Kaiser strongly opposes any management actions in the planning area which might inhibit development of these properties [Bessemer Mine and Morris Lode]."

Response: The Draft Plan does not propose any management action which directly inhibits mining on the Bessemer Mine or Morris Load properties.

D) Comment: "The plan should allow such vehicle use [large OHV haul trucks] between the Rockpile staging area and Highway 247 on the existing Bessemer Mine Road or contain provisions for the widening of the easement to allow such travel on a separate travel lane."

Response: The BLM established a maintenance schedule for Bessemer Mine Road which provides grading for the first six miles of the road four times per year. County- and BLM-maintained roads are restricted to street-legal vehicles only. Also, the Draft will be revised to include the need for road surface improvements which provide better support for two-wheel motorhome vehicles. Upon receipt of a 'plan of operation' from Kaiser Steel for the Bessemer Mine and Morris Load properties, further analysis for the use of Bessemer Mine Road and alternative routes can take place.

E) Comment: "Burial of such pipelines [water lines] would greatly increase mine development costs as well as pipeline maintenance costs, yet unrestricted travel by recreationists in the planning area may be hazardous to the recreationists unless areas can be identified in the Plan which restrict recreationists to established trails."

Response: As this Plan indicates, the Johnson Valley OHV Area is a primary location for recreational OHV activity in the California high desert. With the limited alternative recreational opportunities available, further restriction is not appropriate at this time. After receiving the plan of operations, the Bureau will work with Kaiser to provide for continuing multiple-use of resources within the Area.

F) Comment: "Locating trails in close proximity to either of these properties [Bessemer Mine or Morris Load] will create unnecessary exposure of recreationists to potentially hazardous areas in which to operate OHV's."



**Response:** Please see response to comment 5(A). The trails will be designated in areas that provide a safe riding environment.

**G) Comment:** "...The Plan document does not, but should, identify the areas to which the various [Visual Resource Management] classes apply by the use of an illustration."

**Response:** VRM is a tool the BLM uses to manage the quality of the visual environment and reduce the visual impacts from development activities. VRM is one of several considerations which must be analyzed before proposed management actions can be implemented. While providing a map in the Plan might be useful, it was determined that this was an unnecessary inclusion. All of Johnson Valley is VRM Class IV, except for portions of Cougar Buttes and the Fry Mountains, and a portion of upper Johnson Valley, which have been determined to be Class III. VRM maps are kept in the Barstow Resource Area office and are available for the public to look at.

**H) Comment:** "Considering projected population growth in southern California and the consequent increased demand likely to be placed upon the planning area as a result of that growth, we [Kaiser Steel] feel that acquisitions at some point in the future may be by condemnation and withdrawal to better serve the demands of recreationists and to avoid trespass on private lands."

**Response:** The Bureau's policy for acquiring non-Federal land, as recommended in this plan (and to be classified multiple-use "Intensive" and OHV designation "Open") is strictly through **voluntary** exchange or purchase, and in the mutual interest of all parties.

**I) Comment:** "...Considering the demonstrable mineral value of that section [Section 12, T.5N., R.4E.], priority for acquisition should be lowered, or preferably eliminated. Sections 27 and 28, T.6N., R.4E....should be eliminated from consideration for acquisition. Also slated for acquisition with a high priority is Section 36, T.6N., R.4E. ...This section contains iron ore as well as extensive high-grade precious metal values and may be subjected eventually to open-pit development at some point as well."

**Response:** The Draft Plan will be revised to eliminate land specified for acquisition in Section 12, T.5N., R.4E., and Sections 27 and 28, T.6N., R.4E. However, BLM will request a right-of-way easement through Section 12, T.5N., R.4E. for OHV area visitor access to Galway Dry Lake. Section 36, T.6N., R.4E., will maintain its high priority based on the number of parcels and their size (2 at 320 acres), number of owners (1), location, and management needs. Further analysis will be made upon receipt of the owner's intentions.

**J) Comment:** "...Lastly, the Plan calls for mineral withdrawals in the various staging areas in the planning area. Considering the lack of facilities planned for these areas and the relative low cost involved in their development, re-sitting a staging area following the discovery of valuable minerals, perhaps even strategic commodities, would be of minimal cost to a potential developer as opposed to locking up those minerals for the benefit of what essentially constitutes a parking lot."



**Response:** Multiple-use management provides the means to utilize public land in a variety of ways to meet the present and future needs of the American people. As defined in Congress' Federal Land Policy and Management Act of 1976, "multiple-use" does not necessarily mean using public land to gain the "greatest economic return or the greatest unit output." Further, this Act provides for "the use of some land for less than all of the resources." Rather than instituting a mineral withdrawal, the Draft Plan will be revised to recommend a Federal right-of-way reservation for OHV use. Such a right-of-way recognizes OHV use as the primary use. The justification for "reserving" the primary OHV area staging areas in this way is based upon the scarcity of alternative sites, and the management objective to provide a safe and high-quality recreation experience, while minimizing resource damage.

**7) Mike Ahrens, California Off-Road Vehicle Association Field Representative, Moreno Valley, California.**

**A) Comment:** "This action [please see OHV Area Access, Management Action #6] would allow a private association the right to design, construct and sell signs to one segment of the public that could restrict vehicular access to the rest of the user public. There is no guidelines mentioned as to where these signs may or may not be placed. This action would also severely inhibit our right to give input on sign content and placement."

**Response:** The Johnson Valley Improvement Association has the right, as does any organization or individual, to "sign" private property. The Draft Plan will be revised to indicate that the signs would be used to assist in eliminating unauthorized OHV area access on private land. Draft wording for the OHV area access information sign is on page 50, Appendix 3, Sign Plan, and was available for comment.

**B) Comment:** "...We...want to strongly caution about the size of these routes [what BLM is calling the "internal access system"]. Too large a route here will not only degrade the desert but also create high-speed thoroughfares which could become a safety hazard."

"Furthermore, we wish to state that the new access roads be managed to allow for dispersed camping. ...These roads should be marked, and only marked, within 1/4 mile from each direction, when a race and/or competitive event is occurring that crosses the road. The speed limit on these roads should be no faster than 30 mph when near a camping area or pit area."

**Response:** The OHV area internal access system will contain road improvements consisting of surface reconstruction, building a road base/gravel surface, or road grading, to support motorhome vehicle operation. Bessemer Mine Road will require an asphalt surface. A 15 miles-per-hour speed limit will be posted within a quarter mile of designated staging areas. The access roads will enhance the opportunity for dispersed camping by providing two-wheel-drive motorhome access into the interior of the OHV area. Signing for the internal access roads will be the minimum possible to provide visitor information and safe access, while maintaining the primitive character of the



OHV area. Special Recreation Permit stipulations already in place require warning signs or personnel at organized event course and road crossings.

**C) Comment:** "We [CORVA] are concerned about using OHV funding for this [Visitor Services, Management Actions #11-22] and will closely scrutinized any application for funding for these actions."

**Response:** The Off-Highway Vehicle Grants Program Application Procedures lists six primary project categories that are acceptable when applying for OHV funds. Proposed visitor services actions fall within the following project categories as written in the Application Procedures:

- a) **Development Grants** (p.27, Off-Highway Vehicle Grants Program Application Procedures): The range of development activities are quite extensive. Modest, yet adequate, facility development is preferred over those that are overly elaborate. Development projects should return OHV-related benefits commensurate with the funding requested and in a manner that will sustain long-term use while maintaining natural values. (Competition and spectator facilities are not eligible for funding unless recreational OHV use is also permitted and constitutes the primary activity.) Examples: trail construction, restrooms, trailheads, fencing, signs, access roads, utilities, picnic/camping facilities, motocross tracks.
- b) **Operation and/or Maintenance Grants** (p.27, Highway Vehicle Grants Program Application Procedures): O&M activities focus on facilities and the visitors. Operations constitute the manpower and equipment required for site administration and visitor assistance/supervision. Maintenance is the work required to ensure effective and efficient utilization of physical facilities. The cost of labor, materials, supplies, and equipment to accomplish normal operation and maintenance activities, directly attributable to OHV recreation, are eligible. Examples: facility repair and servicing, volunteer utilization/coordination, visitor supervision, site administration, law enforcement (not relating to resource protection), snow plowing, map/brochure design/printing, first aid supplies, trash collection.
- c) **Resource Management Grants** (p.28, Highway Vehicle Grants Program Application Procedures): Generally, resource management involves the protection, restoration, or maintenance of natural resources to maintain ecologically balanced OHV recreation. Resource management projects constitute three sub-categories of activity -- law enforcement, conservation, and rehabilitation. Refer to Appendix B for a thorough discussion of each sub-category. Applicants **must** identify the level of funding that is applicable to each project type sub-category when applying for resource management funds. Examples: law enforcement (to protect resource values), resource awareness programs, restoration/rehabilitation plans, wildlife habitat protection plans, soil surveys, trail reconstruction/relocation, sensitive habitat fencing, repair, signing, trail armoring, vehicle control/repair, erosion control/repair, sediment control structures.



Note: The Draft Plan will be revised to indicate Visitor Services Management Actions #20, 21, and 22 are BLM funded, and management actions 16 and 18 will be moved to the "Recreational OHV Use Opportunities" section.

**D) Comment:** "It is our contention that the construction and maintenance of such a system [OHV area trail system] would be a grave waste of funds. The trails proposed plus many more are already there. There are no significant mining or "ghost town"- type ruins and no significantly important plant species (at least to the average OHV user) in the area [for] which to interpretively sign. As mentioned before, one of the most appealing factors in this area is the lack of regulations. This sort of signing would tend to make the public feel as though these are the only trails they can use which would draw from this area's appeal. Moreover, we will strongly oppose any attempt by the Bureau to construct this system with money from OHV funds and will appeal any Bureau attempt to implement this action."

**Response:** See BLM response to comments 5(A) and 6(F). The interpretive loop trail provides three important facets for BLM and the OHV community: (1) family riding opportunities, (2) information about resources, safety, and responsible use, and (3) distribution of visitors farther into the OHV area. OHV funding application authority for this project is contained in the development grant description. See BLM response to comment 7(C)(a).

**E) Comment:** "A graded boundary [1.5 miles of the eastern boundary] of this type [1.5 mile by 8 feet] will do three things:

- a) It will soon grow over with weeds.
- b) It will degrade the beauty of the desert.
- c) It will become a 1.5 mile by 8 foot jump/free play area.

"We honestly have to feel that boundary signs will be sufficient."

**Response:** When the vegetation on the graded boundary begins to grow again will depend upon the depth of grading, the amount of precipitation, annual vegetation along the boundary, and compaction of the graded surface. These variables make it difficult to accurately determine when revegetation will begin. Regrowth could begin anywhere from five months to five years. BLM will periodically maintain the boundary to remove unwanted vegetation.

Visual resources on public land are managed through the Visual Resource Management Program (See BLM response to comment 6(G).) VRM allows the BLM to evaluate management actions in relation to the visual quality of an area. An important step in the VRM Program is to inventory and classify areas according to their visual resources. Public land along the eastern OHV area boundary was inventoried and designated VRM Class IV. This means that contrasts in the landscape such as roads, OHV trails, utility corridors, and communication sites, attract attention and are a dominate features in the area. **Grading the eastern boundary will not subject the area to any visual impacts**



**which are not already a dominant feature.** Desert visitor safety is the most important issue in this case, and must be given management priority.

Portions of the graded boundary will probably be used as a road. The BLM will not promote this activity or maintain the boundary for vehicle access. OHV area visitor usage of the boundary for access is, in itself not a problem. However, crossing the boundary into the United States Marine Corps military reserve constitutes trespass and represents a serious safety hazard.

The Draft Plan will be revised to indicate that increasing concern for military trespass on public land, public trespass on military land, and the resulting dangers, demonstrate the need to implement and expand this management action. Approximately 17 miles of the eastern boundary terrain, mostly between mountain ranges, allows vehicle access to and from the military reserve and OHV area. The Marine Corps has volunteered to provide the equipment and personnel to survey and grade the 17-mile-by-8-foot boundary, and will continue to maintain their own signs. BLM will provide the environmental assessment, cultural and threatened and endangered species surveys, signs, boundary maintenance, and sign maintenance. The visual boundary will help to eliminate trespass and its associated safety hazards.

**F) Comment:** "...We would like to suggest that organized event usage on holiday weekends be limited to smaller-scaled amateur type events."

**Response:** The Johnson Valley OHV Area represents one of the few locations on public land where recreational OHV event can occur on any scale. It is a management goal for the Area to provide both organized and unorganized recreational OHV opportunities. Further restriction at this time, without compensation, does not provide equitable opportunities for organized OHV activity (please see response to comment 5(C).)

**G) Comment:** "[Under] 'Resource Values' [this refers to the draft wording and initial discussion of Management Action #38], [you plan to] 'reclaim intensively impacted public lands adjacent to the OHV area'". The CORVA membership strongly opposes this action for the following reasons:

- a) Pg. 14 [of the Draft Plan]: The action points to Illustration 6 which shows one reclamation area. The text speaks of reclamation "areas". We absolutely reject this proposal without specifically outlining the "area" or "areas".
- b) Pg.31: The text speaks of signing routes open that are open and that all other routes would be closed. This simply is not acceptable! The agreement was struck in 1980 with the [CDCA Plan] that routes would be signed "Closed" if designated closed by the route designation process. We intend to stick by that agreement.
- c) Pg. 31 [of the draft plan]: Also to repeat from a previous plan, it is the Bureau's responsibility to maintain signing. It should therefore be in the



Bureau's, not the user's, best interest to maintain signing. This is one reason why we have always signed closed roads, "Closed".

- d) This plan is deficient as it does not explore the alternative of a CDCA Plan amendment to reclassify the Cinnamon Hills area to Class I (intensive)."

**Response:** The Draft Plan proposes "...adjacent public lands where intensive use has occurred will be designated reclamation areas". This management action will be revised to emphasize reclaiming the Category II tortoise habitat intensively impacted by OHV's between Johnson Valley and Stoddard Valley OHV Areas.

The Draft Plan will be revised to change the Cinnamon Hills signing strategy. Routes designated Open, Limited, or Closed through the route designation amendment process will be signed accordingly. The Cinnamon Hills and Goat Springs reclamation project boundaries will be signed with white fiberglass markers. Information signs, explaining the reasons for reclamation and that vehicles must stay on the designated routes of travel, will be placed throughout the Category II habitat area.

BLM will install and maintain BLM signs in the planning area as indicated in the Draft Plan (please see Facilities, Management Action #30, Facilities Maintenance, Management Action #33, and Sign Plan, Appendix 3). The overall goal for signing is to provide on-site visitor information for the enhancement of recreation experiences, visitor safety, and the protection of sensitive resources.

Three alternatives were considered before selecting the reclamation action: (1) no-action, (2) amend the CDCA Plan to reclassify the Cinnamon Hills area multiple-use class "Intensive" and vehicle use designation "Open", and (3) reclamation. Under the no-action alternative, existing intensive vehicle use in the Cinnamon Hills would continue, as would uncontrolled OHV crossings of Camp Rock Road.

The Cinnamon Hills area is designated for "limited" vehicle access, which does not provide for intensive OHV activity. This designation is used to minimize damage to soils, watershed, vegetation, air, or other resources found on public lands. Continued intensive use may cause further damage to these resources, which include desert tortoise habitat.

Continual declines in the tortoise population, and State and Federal Threatened Species Listings require immediate action to protect the desert tortoise and its habitat. Consequently, BLM Interim Directives for Management of Desert Tortoise (CDD-89-52) became effective February 23, 1989. Under these directives, tortoise habitat west of Camp Rock Road, which includes the Cinnamon Hills, will be managed to maintain stable, viable tortoise populations, and to minimize the loss and deterioration of tortoise habitat. These directives will remain in effect until habitat management plans and a formal amendment to the CDCA Plan are developed, with full public review and environmental assessment.



Camp Rock Road, which separates the Cinnamon Hills from the OHV area, is the primary county road connecting the Barstow and Lucerne Valley areas. It also serves as the haul road for semi-tractor, tandem trailer vehicles moving ore from the Pipkin Cindercone Mine. The majority of visitors in this portion of the OHV area camp in the Cinnamon Hills area (west of Camp Rock). They travel to and from the OHV area (east of Camp Rock) on Camp Rock Road. This situation has created traffic safety hazards, and an inappropriate use pattern (i.e., OHV use on a county-maintained road).

The second alternative was to amend the CDCA Plan to reclassify the Cinnamon Hills area multiple-use class to "Intensive" and the vehicle use designation to "Open". This would not resolve either of the two issues described above, and could lead to expanding OHV use impacts in the Cinnamon Hills and adjacent land.

**H) Comment:** "We [CORVA] are glad to see the plan does include the use of the route designation process and would very much be interested in being involved in the route designation committee."

**Response:** The Barstow Resource Area Office will contact CORVA when forming the "Route Designation Committee".

**I) Comment:** "We [CORVA] would support the purchase of a maintenance tractor with OHV...funds instead of the "lease" mentioned here [this refers to the draft of Management Action #31, under Facilities]. Furthermore, this tractor should be shared throughout the Resource Area [Barstow] for maintenance purposes. Serious consideration shall be given to the idea of training several members of OHV associations to allow them to utilize the equipment under the supervision of proper Resource Area personnel."

**Response:** The Draft Plan will be revised to purchase a maintenance tractor and trailer through an operation/maintenance OHV fund grant. The tractor will be used to construct and maintain OHV related projects throughout the Barstow Resource Area. As always, BLM welcomes the opportunity to work with volunteers who have the skills to accomplish specialized tasks.

**J) Comment:** "The plan needs to explore the use of the 'Tread Lightly' system of signing when those signs are used to control OHV use."

**Response:** The Draft will be revised to indicate the use of the "Tread Lightly" concept for signs throughout the category II tortoise habitat between Johnson Valley and Stoddard Valley OHV Areas. The signs will explain the reasons for reclamation and that the area is closed for vehicle use except on designated routes.

**K) Comment:** "We [CORVA] should like to suggest this road [Bessemer Mine] be built up with dirt & gravel in those areas that cannot be made accessible to motorcoach travel."



**Response:** The Draft will be revised to indicate improvements for Bessemer Mine Road. Approximately the first two miles from Highway 247 will be reconstructed to provide adequate motorhome access into the OHV area.

**L) Comment:** "We [CORVA] cannot and will not accept a contract given to anyone, let alone a university, to conduct a visitor survey with OHV...[fund] money. We can see no need for this survey except to perpetuate the existence of the bureaucracy. If the Bureau deems it necessary to perform this function, they should utilize funding other than the recreation budget or [OHV fund] dollars."

**Response:** The Draft Plan will be revised to eliminate this management action. Implementation of the proposed monitoring actions, hiring three visitor services personnel and an outdoor recreation planner for the Barstow Resource Area, and the recent increase of BLM rangers will provide adequate visitor information for future planning.

**M) Comment:** "In regard to emergencies, we [CORVA] feel it would be appropriate to establish a C.B. channel that the users and rangers could monitor."

**Response:** BLM employees equipped with CB radios monitor channel 9, the emergency traffic channel.

**N) Comment:** "This plan is deficient as it has not explored the possibility of [the] 'AB 1201' process."

**Response:** The OHV area provides approximately 190,000 acres for recreational OHV activities with the exception of private land, roads maintained with public funds, and those areas where safety hazards preclude this use. Restricting recreational use in these areas assists in resolving conflicts between OHV enthusiasts and local residents & private land owners, keeps road maintenance costs down, and provides a safer recreation environment.

**O) Comment:** "We [CORVA] cannot accept the Bureau's allowing of "irregular, circle-shaped, worm tracks" [please see Management Action #23]. This is an unacceptable form of OHV recreation for the following reasons: safety, damage to the desert, and [the fact that your plan] does not discourage this practice, which is unacceptable to most in the OHV community."

**Response:** The Draft Plan will be revised to remove existing worm tracks from primary staging/camping areas. Upon acquisition of the maintenance tractor, BLM will implement a schedule to remove these hazards three times a year from primary staging/camping areas. Until acquisition of the tractor, the Ridgcrest Resource Area tractor will be used to accomplish these tasks. Visitor information concerning the hazards and resource damage associated with worm tracks will be provided with supplemental informational flyers, signs, and visitor contacts. BLM will maintain the staging/camping areas with the minimum development and regulation possible, in



keeping with the OHV area's primitive character. Worm track activity will be monitored to determine the effectiveness of trying to control the proliferation of this particular safety hazard.

**P) Comment:** "...The general opinion of the organization [CORVA] is that in intensive use areas we would prefer to be left alone. We realize this is not completely possible but we hope the Bureau will understand and remember, we really prefer to be left alone with our recreation, family, and friends."

**Response:** The BLM established the OHV area concept to provide OHV recreation opportunities with minimal regulation and development to allow for continued use. In the OHV areas, visitors can explore, test their skills, or just get away from other people. Through continuing communication and cooperation between BLM and groups and individuals, this OHV area concept can hopefully be realized.

**8) Merwyn H. Hemp, Council President, Associated Blazers of California, Northridge, California.**

**Comment:** "It is my feeling that this approach to signing, namely the signing of routes which are 'open', is in conflict with the signing approach in practice throughout the rest of the California Desert Conservation Area, where routes are considered 'open' if not signed as 'closed'."

**Response:** Please see BLM response to comment 7(G), paragraph 2.

**9) Ned McNabb, President, Vikings Motorcycle Club, District 37 AMA, Valyermo, California.**

**A) Comment:** "Currently, the area north of the proposed drift fence and south of the OHV area[']s northern] boundary is classified as an OHV moderate use area. By placing the drift fence as described in the plan, the moderate use area would become a defacto limited use area. OHV access would be limited to gates along the fence. Use of gates in an OHV competitive area is extremely dangerous."

**Response:** Public land north of the proposed drift fence is managed for limited OHV access. The "Route Designation Committee" [please see response to Comment 4] and BLM will inventory and designate routes to ensure adequate access before construction of the fence begins. Locating the fence on the proposed site -the northern OHV area boundary- will not affect OHV activity to the south within the Area. Cattle guards on the designated routes will provide OHV access through this fence. One cattle gate in the northwestern corner of the OHV area will be used for cattle movement only.

**B) Comment:** "...[Suggested] changes in the location of the proposed fence [include]: Following the proposed drift fence line from the vertical line marked R1E on the left of the map (p. 11 [of the Draft Plan]), no change up to the point where the proposed fence crosses the vertical line marked R3E (approximately at the Copper Strand Mine). At



that point, I suggest the proposed drift fence location be changed to follow the east/west section lines along the northern edge of the sections marked 10, 11, 12, and 7. At the point where the north section line of Section 7 crosses the north/south powerline road, continue the fence along the proposed location to its end at the northeast tip of the OHV area."

**Response:** The rough and rocky terrain along the northern boundary of sections 10, 11, 12, and 7 significantly increases the difficulty and expense of constructing such a fence. Also, moving the fence north would restrict cattle from a portion of the Ord Mountain Allotment, which is not within the OHV area.

C) **Comment:** "...Giant Rock area [should] be redesignated as 'closed'."

**Response:** Giant Rock consists of approximately 8,000 acres, is about two hours driving time from the Barstow Resource Area Office, and has just one BLM ranger to patrol not only it, but an additional 500,000 acres of public land as well. This situation, combined with the heavy historical OHV use there, would make it practically impossible to enforce a closure of the area.

Giant Rock will be transferred to the San Bernardino County Regional Park Department for management as an "open space" desert park. The area's relatively small size, potential for increased future OHV use, limited public access, and proximity to private, residential, and active military training lands, require the concentrated management the County Park Department can provide.

D) **Comment:** "...I recommend **against** any aggressive improvement of Bessemer Mine Road for two reasons. First, the casual unorganized OHV user often is unprepared for the hazards of remote areas. A good road may serve the purpose of luring this person in over his [or her] head. Second, ...a smooth road could lead to increased speeds and accidents."

**Response:** Improving Bessemer Mine Road will assist in reducing unauthorized OHV area access and will help disperse visitors in the interior of the Area. The Draft Plan proposes several ways to inform Area visitors of the desert dangers found here. These include: hiring a visitor services employee, establishing California Desert Information Outposts, increasing BLM ranger patrols on major holidays and organized events, providing visitor information signs, brochures, supplemental information flyers, and using volunteer efforts. Please see BLM response to Comment 7(B), concerning travel speed of the improved, BLM-maintained access roads.

10) **Ron Fite, California Association of 4 Wheel Drive Clubs, San Bernardino, California.**

A) **Comment:** "I have changed my original negative reaction to the proposed OHV trail system and would like to see us try it."



**Response:** Please see BLM response to Comments 5(A), 6(F), and 7(D).

**B) Comment:** "The Resource Summary and Management Actions sections should recognize and protect the Small Game Waterers in the area."

**Response:** There are approximately 17 small-game water guzzlers throughout the planning area. The Draft Plan will be revised to recognize their reconditioning, maintenance, monitoring, or removal. This management action could be accomplished through the volunteer "adopt-a-guzzler" program, as funding and personnel become available. In addition to this, BLM rangers are responsible for the monitoring and protection of the guzzlers. Large patrol sectors and a limited number of rangers, however, make this work difficult. Existing regulations prohibit people being within 600 feet of any water source for more than 30 minutes and prohibit any hunting whatsoever in such areas.

**C) Comment:** "The mineral withdrawals are contrary to our multiple-use policies and we [CA 4-WD Assn] oppose them."

**Response:** Please see BLM response to Comment 6(J).

**D) Comment:** "Should you need to fence west of this camping area [Anderson Dry Lake], please ask for a **people** fence and not a Desert Tortoise protection fence."

**Response:** Controlling intensive OHV impacts on public land adjacent to OHV areas is divided into three, increasingly-strict stages: The first of these includes such things as providing visitor contact and information, improving OHV area access, and providing additional staging/camping areas.

The second stage involves law enforcement rangers issuing citations.

It is only in the third stage that physical barriers are constructed for the purpose of closing areas to OHV use, which relates to your comment. At this time, fencing the entire OHV area boundary is not necessary. The first two stages must be implemented, monitored, and fully evaluated before implementing the third.

**E) Comment:** "...We [the CA 4-WD Assn] do not view as "positive" the arbitrary throwing out [of] the route designation and signing agreements we have worked out with the District Manager and have operated under very successfully for the past several years."

**Response:** Please see BLM response to Comments 4 and 7(G), paragraph 2.

11) Robert Rohrer, Lawrence Livermore National Laboratory, Livermore, California.

**A) Comment:** "...Increase in ranger personnel is planned. When will this occur?"



**Response:** The increase in BLM ranger patrols in the Johnson Valley OHV Area on major holidays and during organized events is already in effect. This year [1989] saw increases in patrol for the President's Day and Memorial Day holidays, and for the "Great Mojave 250" race, in March. An example of an increase in personnel is the plan to hire a visitor services employee to help patrol the area.

**B) Comment:** "It appears that most of the damage [vandalism in the Los Padres Mine area] is inflicted during long week-ends such as Thanksgiving, Christmas, New Years, Memorial Day, etc., although two-day weekends cannot be excluded. Would it be possible for BLM rangers to visit the area during these periods?"

**Response:** Unfortunately, during major holidays and organized events, rangers are required to focus much of their attention in the more popular areas of their patrol sectors. Fortunately, law enforcement rangers get help from non-law enforcement personnel during heavy use periods.

**C) Comment:** "Can [the] Ranger [i.e., the sector ranger responsible for the area south of the OHV area] ...assist in surveillance of the area [Los Padres Mine] 2.2 miles north...?"

**Response:** The sector ranger responsible for the area south of the Los Padres Mine is aware of the vandalism problem and will assist with the patrol of the area.

**12) Clifford John Daniel Parler, Lucerne Valley , California.**

**A) Comment:** "The signs at Camp Rock, Bessemer Mine and Boone Roads, are posted wrong, the wrong color, hard to see and read at the speed weekend[er]s travel, besides being in [a] gully, blocked by vegetation and the same color as all other road signs. [Using] a different color and a reflective BLM decal would help even me."

**Response:** Your comment is a good one. Sign design and location should be reevaluated every time a given sign needs replacing.

**B) Comment:** "It should be that all OHV's are to be in trailers, ... [and] carried and towed to and from [the] OHV area by highway-legal transportation. [And that, further,] no road without [a] BLM decal and colored sign is to be used or parked on for access to [the] OHV area."

**Response:** Camp Rock, Bessemer Mine, and Boone Roads are BLM- designated OHV area access roads. Camp Rock Road is county- maintained and is restricted to street-legal vehicles only. Bessemer Mine and Boone Roads are BLM-maintained and are also restricted to street-legal vehicles. Camp Rock, Bessemer Mine, and Boone Roads provide the best access routes to the Area. These roads were selected to avoid crossing as much private land as possible. The public may, however, use any county road maintained by public money, with a street-legal vehicle to gain access to an OHV area.



C) **Comment:** "Those that profit from or organize races and events [should be made] to pay for or station persons at nonaccess roads to stop the use and damage of them. Besides allowing for the policing of the roads and areas [which are] littered, [this would allow for] maintenance of damaged private access roads and property. [In other words,] have a 'kitty' for it."

**Response:** Special Recreation Permit stipulations require sponsors/promoters of organized events to provide traffic control and to sign all routes into and around the event area. The Authorizing Officer designates the roads to be signed as either access or no-access to the event. Cleaning up after an event is assigned to an event representative and must be completed within 24 hours of the event.

Public land use fees collected from organized events are placed into a central BLM account. A percentage of the funds are then redistributed throughout the state they were collected in for recreation management.

D) **Comment:** "...A CB radio channel [should] be set aside for emergency use and maybe another for private land owners to call for help on..."

**Response:** Please see BLM response to comment 7(M).

E) **Comment:** "... Pick a group (team) of compatible, permanent landowner Desert lovers. Instruct them in proper procedures and regulations and allow them to inform or correct ([i.e.,] 'ticket') violators. A percentage of the ticket [would be used] to pay for gas, road and property damage, etc..."

**Response:** BLM has an ongoing volunteer program involving a wide variety of people and enthusiasms. Anyone interested in volunteering their services to assist with the management of public land should contact the nearest BLM office. BLM volunteers, however, are not allowed to participate in regulation or law enforcement of any kind. This responsibility is reserved for peace officers or delegated law enforcement rangers. Fines collected for violations are sent to the United States Treasury General Fund.

13) **Fred Worthley, California Department of Fish and Game, Regional Manager, Region 5, Long Beach, California.**

A) **Comment:** "These facilities [upland game guzzlers] have been frequently subjected to heavy vandalism, sometimes to the degree that they no longer serve at all. We [CDFG] recommend that the BLM compensate with on or off-site mitigation to overcome the loss of those guzzlers and wildlife benefits."

**Response:** There are approximately 17 small game water guzzlers throughout the planning area. The Draft Plan will be revised to recognize their reconditioning, maintenance, monitoring, or removal. This action can be accomplished through the volunteer "adopt-a-guzzler" program as funding and personnel become available. In addition to this, as mentioned above, while BLM rangers are responsible for the



protection and monitoring of the guzzlers, large patrol sectors and a limited number of rangers make this a difficult task. Existing regulations prohibit hunting within 600 feet of any water source, or a person simply being within 600 feet of one for more than 30 minutes. BLM will work with the CDFG and volunteers to identify additional wildlife guzzler needs in the planning area, as funding and personnel become available.

**B) Comment:** "...We [CDFG] recommend that the BLM remove...guzzler units [A-61, -62, -63, -64, -66] and that those sites be restored to their natural state."

**Response:** Guzzler units A-61 and -66 are located within the radius of intensive OHV use originating from the two primary staging/camping areas of Cougar Buttes and the Rockpile. Based on guzzler location and condition and the CDFG's recommendation, the Draft Plan will be revised to include removal of units A-61 and 66. However, intensive OHV use in these areas prohibits restoration of the sites. Guzzlers A-63, -64, and -62 are located in areas where OHV use does not appear to inhibit their service. These guzzlers will be reconditioned, maintained, and/or monitored, as appropriate, or removed entirely, as funding and personnel become available.

**C) Comment:** "...We [CDFG] also recommend that the BLM improve the following two guzzlers [A-76, -77] by constructing new aprons and enlarging them to 1,000 square feet of water collection area...fenced with five strand barbed wire to protect an area of approximately 10,000 square feet. These areas show evidence of being severely overgrazed, particularly A-76."

**Response:** BLM will improve guzzler unit A-77 to the indicated specifications through the volunteer "adopt-a-guzzler" program when funding and personnel become available. The current BLM monitoring report for A-77 (as of July 13, 1989) states the site has a light covering of annual grasses and forbs, and over-grazing did not appear to be a problem. Guzzler unit A-76 could not be located during this monitoring trip. Subsequent monitoring and evaluation will locate and determine its status.

**D) Comment:** We [CDFG] recommend that the BLM in coordination with the Department identify parcels outside the boundary of the OHV area that are suitable for relocating and constructing the replacement guzzlers."

**Response:** The Barstow Resource Area will coordinate with CDFG to assess the need for replacing guzzler units A-61 and -62, or any other guzzler removed from the planning area. The following guzzlers will be reconditioned, maintained, and/or monitored, or removed as funding and personnel become available: A-33, -37, -39, -63, -64, -66, -76, -77, -79, -80, and five others, currently without designators.

**E) Comment:** "...No rationale is presented for avoiding acquisition of private lands outside of the area, which may have greater wildlife preservation credits. We [CDFG] request that this feature of the plan be given further consideration, and that the reasoning for acquiring the proposed lands in preference to lands outside of the area be discussed, especially as to the ultimate land use classification of those lands."



**Response:** Private land selected for voluntary acquisition adjacent to the OHV area will be designated multiple-use class "Moderate" and vehicle use designation "Closed". Only those parcels located within the OHV area boundary will be designated multiple-use "Intensive" and vehicle use designation "Open". Voluntary acquisition of these parcels will be in the mutual interest of both parties to eliminate conflicts between established uses.

**F) Comment:** "The boundary of the OHV area should be particularly well posted with "OHV Area Boundary" signs to alert desert users to avoid this area [because of desert tortoises west of Camp Rock Road]. Additionally, the proposed Johnson Valley OHV Area brochures that will be available to the public should include a section regarding tortoise conservation, protected status, and laws governing their protection."

**Response:** The southern, western, and northern OHV area boundaries already have signs, at least every 1/4 mile, indicating "OHV Area Boundary". The eastern boundary is signed in cooperation with the Marine Corps and will receive special, BLM DANGER, EXPLOSIVES: NO PUBLIC USE signs. Please see BLM response to Comment 7(G), paragraphs 2 and 3. BLM presently distributes several printed items concerning tortoise conservation. In addition to this, the Draft Plan will be revised to update the Johnson Valley OHV Area brochure including tortoise conservation, protected status, and laws governing tortoise protection. Visitor services employee, supplemental information flyers, and California Desert Information Outposts in the local area will also provide the above-mentioned tortoise information.

**14) Brooks Harper, United States Fish and Wildlife Service (USFWS), Field Supervisor for Brooks Harper, Laguna Niguel, California.**

**A) Comment:** "We [USFWS] recommend that tortoise surveys be conducted within the management area and the information from this effort be compared with that collected for the [CDCA] Plan."

**Response:** Please see Appendix 8.

**B) Comment:** "The [U.S. Fish and Wildlife] Service recommends that any new routes be developed away from the Unusual Plant Assemblages and that the information deficiencies [i.e., the viability of the Creosote Ring Assemblage and location of the Jojoba Unusual Plant Assemblage] be corrected in the final document."

**Response:** Illustration 8 in the Draft Plan indicates the designation of a trail through the Upper Johnson Valley Yucca Ring Area of Critical Environmental Concern. This trail will be eliminated from the final document. Wherever practical, sensitive resources will be bypassed and existing roads will be used to improve access into the interior of the OHV area. The Soggy Dry Lake Creosote Rings Area of Critical Environmental Concern is managed and monitored through a management plan of that same name. Monitoring reports are on file and available for review in the Barstow Resource Area Office. All other discussion of the Jojoba Unusual Plant Assemblage will be removed



from the final document. It is located in a "Limited" multiple-use and vehicle use area and is managed separately from the OHV area. Since the recommendations in the final document will not affect this area, providing its location is not necessary.

C) **Comment**: "Information regarding the desert tortoise will be a particularly valuable management tool for this species. The public should be aware of the species' protected status and how they should be handled if the need arises."

**Response**: BLM presently distributes several printed items concerning tortoise conservation. In addition, the Draft Plan will be revised to up-date the Johnson Valley OHV Area brochure including tortoise conservation, protected status, and laws governing tortoise protection. Visitor services employee, supplemental information flyers, and California Desert Information Outposts in the local area will also provide the above tortoise information.

D) **Comment**: "Although the [U.S. Fish and Wildlife] Service commends this [*Chamaesyce platysperma*] survey effort, we recommend that the survey area be extended to cover other potentially suitable habitat within the management area."

**Response**: The plant inventory for the CDCA Plan identified *Chamaesyce platysperma* as being located in T4N., R4E, Section 3. In addition, to inventorying this section, BLM will survey for *Chamaesyce platysperma* on any new surface soil disturbing activities in the planning area.

E) **Comment**: "Additionally, there seems to be a conflict between the resource protection described in the last paragraph of page 30, which states that new race courses and development will be "plan(ned) ... around Section 3," while Illustration 8 shows several roads and a proposed staging/camping area located in the area. We [USFWS] recommend that the final document clearly state that no new developments will occur in any potential habitat for this species [*Chamaesyce platysperma*] until the surveys are complete."

**Response**: Any new surface soil-disturbing activities in the planning area will be surveyed for *Chamaesyce platysperma*.



### APPENDIX 13 LITERATURE CITED

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## APPENDIX 14







ENVIRONMENTAL ASSESSMENT  
FOR THE  
JOHNSON VALLEY OFF-HIGHWAY VEHICLE AREA  
MANAGEMENT PLAN

UNITED STATES DEPARTMENT OF THE INTERIOR  
BUREAU OF LAND MANAGEMENT  
CALIFORNIA DESERT DISTRICT  
BARSTOW RESOURCE AREA







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## INTRODUCTION

### **BACKGROUND**

The Johnson Valley Off-Highway Vehicle Area -herein simply called "the Area"- consists of 189,470 acres of public (89% of total), State (1%), and private (10%) lands. The Off-Highway Vehicle (OHV) area is approximately 25 miles southeast of Barstow, California, and 10 miles east of Lucerne Valley, California. The Johnson Valley OHV Area Management Plan proposed action is to provide off-highway recreational opportunities, other resource allocations, and enhance visitor services and safety programs. This environmental assessment analyzes the consequences and mitigation for this proposed action, and will serve as the programmatic environmental assessment for organized events, vendors, and commercial filming.

The environmental assessment is "tiered" with the Environmental Impact Statement for the 1980 California Desert Conservation Area Plan (also called the CDCA Plan) which contains the analysis for retaining the "Open" vehicle use designation in the Johnson Valley OHV Area. Volume C, Appendix V, pages 208-211, of the environmental impact statement assesses the motor vehicle use impacts to soils, vegetation, wildlife, cultural resources, general recreation, range, and wilderness values associated with the Area. This analysis is still viable and need not be duplicated. The decision rational (the CDCA Plan, Volume C, Appendix V, page 208) to retain the "Open" vehicle use designation reflects the importance of the Johnson Valley OHV Area as one of the most heavily-used areas of its kind in the California desert. Also, its relatively large size, diversity of riding terrain, and proximity to major Southern California population centers supports the designation.

### **CONFORMANCE WITH OTHER PLANS AND POLICIES**

The management plan actions must be consistent with the goals and objectives of other plans and policies which affect the planning area. The CDCA Plan established management guidelines for the California Desert Conservation Area, thus providing the framework for this plan. The management plan is consistent with the Ord Mountain Grazing Allotment Management Plan (1985), the Upper Johnson Valley Yucca Rings Area of Critical Environmental Concern, and Soggy Dry Lake Creosote Rings Area of Critical Environmental Concern Management Plans (1982), and the Bureau's Wilderness Interim Management Policy to provide effective multiple-use management. In addition to being consistent with the above-mentioned plans, the planning process must be developed within the following provisions:

- 1) The multiple-use classification "Intensive" and the OHV designation "Open" will remain in effect for the Area.



- 2) The existing special management designations, "Unusual Plant Assemblage," "Area of Critical Environmental Concern," and "Wilderness Study Area", will remain in effect.
- 3) The eastern boundary of the Area, adjacent to the United States Marine Corps Air/Ground Combat Center, will not be altered.
- 4) The planning area will continue to be managed under the principles of multiple-use and resource allocation for all compatible uses.
- 5) Actions within this Plan will be implemented for the management of public land. State, private, and military lands are not directly affected by these actions except where agreements, exchanges, acquisition, or easements are in process, are planned, or are identified.

#### **NEED FOR THE PROPOSED ACTION**

The Johnson Valley OHV Area is an important location for off-highway recreation in BLM's California Desert District. Its size, rugged mountain ranges, wide open spaces, and dry lake beds offer unique recreational opportunities. These characteristics are ideal for both world-class organized events (some of which draw over 8,000 spectators) and miscellaneous off-highway recreational use, or "play". Other activities, in and around the Area, include additional recreational pursuits, grazing, mining, and the protection of sensitive resources.

Increasing recreational use, a rapidly-growing local population, State and Federal threatened species listings for the desert tortoise, and conflicts resulting from these, emphasize the need to facilitate a coordinated-management approach for the area. During 1990, the Bureau, along with local residents, off-highway enthusiasts, grazing allotment lessees, miners, and environmentalists, met to identify issues and develop actions to resolve them. Consequently, the Plan proposes actions to resolve the identified issues, provide effective management for the future and provide guidelines to ensure multiple-use.



## PROPOSED ACTION AND ALTERNATIVES

### PROPOSED ACTION

The proposed action is the adoption and implementation of the Plan. The following is a summary of the planned actions. Further details can be found in the "Management Actions" and "Implementation and Cost" sections of the Plan.

With respect to the Biological Opinion on the Plan, San Bernardino, California (USFWS, 14 Nov 91), found in Appendix 8, the "Terms and Conditions" found on pages 11-15 are addenda to the planned actions listed below.

### Land classification and acquisition

- 1) Adjust the northern Area boundary, amend approximately 600 acres of public land from multiple-use class "Moderate" and the vehicle use class "Limited" to multiple-use "Intensive" and vehicle use "Open".
- 2) Transfer the Giant Rock area to the San Bernardino County Regional Parks Department.
- 3) Acquire non-Federal lands within, and selected parcels adjacent to, the Area.

### OHV Area Access

- 4) Acquire Area access easements.
- 5) Develop Area access signs.
- 6) Coordinate with the Johnson Valley Home Improvement Association to install and maintain NO OHV AREA ACCESS signs.
- 7) Provide directional/mileage signs at the Highway 18 exit on Interstate 15, the intersections of Highways 18 and 247, in Lucerne Valley and 62 and 247, in Yucca Valley. Also, on Highway 247, OHV AREA ACCESS AHEAD and INTERSECTION AHEAD warning signs for Camp Rock, Bessemer Mine, and Boone Roads.
- 8) Improve Area's designated access roads.
- 9) Improve the Area's internal access system and staging areas.
- 10) Construct left-turn lanes on Highway 247 for Camp Rock, Bessemer Mine, and Boone Roads.

### Visitor Services

- 11) Provide a visitor services employee.
- 12) Increase ranger patrols.
- 13-16) Provide visitor information through brochures, information flyers, California Desert Information Outposts, and information boards.
- 17) Create volunteer programs for adopting a section of race course, trail, boundary, staging area or wildlife guzzler.
- 18) Continue to recognize dangers of trespass on the Marine Corps Air/Ground Combat Center; consider fencing boundary.
- 19) Continue to fence or cover open mining shafts and identify open pit mines that represent a public safety hazard.
- 20) Remove abandoned vehicles.



- 21) Require vendors to obtain vending permits.
- 22) Require filming producers to obtain Land Use Permits.

#### OHV Recreation Opportunities

- 23) Provide organized and unorganized off-highway recreational opportunities.
- 24) Provide these opportunities on 42 weekends per year, including President's Day, Memorial Day, July 4th, Columbus Day, Thanksgiving, and Veteran's Day; and unorganized opportunities only on 10 weekends per year including New Year's, King's Birthday, Labor Day and Christmas.
- 25) Require organized event promoters/sponsors to obtain an SRP.
- 26) Implement special desert tortoise stipulations for Area organized events.
- 27) Develop a self-guided interpretive loop trail.
- 28) Schedule Means Dry Lake on a trial basis as an organized event staging area.

#### Facilities

- 29) Install Area access, visitor orientation and information signs.
- 30) Purchase a maintenance tractor and trailer.

#### Facilities Maintenance

- 31) Provide a routine maintenance program for Area access roads.
- 32) Continue to maintain Area visitor orientation and information signs.
- 33) Provide maintenance for staging areas, race courses, and the interpretive loop trail.

#### Resource Values

- 34) Continue to maintain the wilderness suitability of the Rodman Mountain Wilderness Study Area.
- 35) Conduct field examinations of identified cultural sites and determine the significance of the resources. Cultural resources determined to be significant will either be mitigated or protected from potential adverse impacts.
- 36) Provide a plant inventory for Chamaesyce platysperma.
- 37) Reclaim Interim Category II desert tortoise habitat intensively impacted by off-highway recreational activity.
- 38) Improve wildlife water guzzler unit A-77 and remove units A-61 and A-62.
- 39) Increase visitor contacts and information concerning desert tortoise conservation, its protected status and the penalties for violations of the Endangered Species Act.

#### Land Use

- 40) Institute a Federal off-highway use right-of-way reservation for primary staging areas.
- 41) Construct boundary fence along a portion of the Ord Mountain Allotment and the Area.



- 42) Provide grazing allotment lessees and active miners within the Area with the annual organized event schedule.

#### Monitoring

- 43) Schedule observation flights for the Area.
- 44) Monitor selected public land adjacent to the Area along the southern boundary, and in residential areas within the Area, to gather base data for resolving access and trespass issues.
- 45) Monitor access roads, staging areas, race courses, and the interpretive loop trail to initiate maintenance prescriptions. Monitor cultural resources determined to be significant.
- 46) Establish transects for monitoring reclamation sites in desert tortoise Category II habitat.
- 47) Monitor Camp Rock and Fisher Spring wells and the Los Padres Mine area for grazing allotment, mining operation, and off-highway use conflicts, safety hazards, and vandalism.
- 48) Develop an annual report to record and summarize monitoring data for the planning area.

A coordinated management approach, as proposed in the management plan, permits these actions to be incorporated into the Bureau's long-range planning system. This approach would provide organized and unorganized off-highway recreational opportunities and would enhance recreational experiences through additional visitor services, visitor information, and facility maintenance. In addition, the proposed action provides direction for other resource uses and protection, maximizing management efficiency.

#### **NO ACTION**

This alternative continues the use of existing management practices. The present trend is toward increasing management with existing staff, materials, and funding.

BLM ranger patrols are occurring during major events and holidays throughout the planning area. These patrols provide agency presence, resource protection, and visitor services.

The Bureau has an ongoing program to fence or cover hazardous open mine shafts and pits, which reduces the potential for public fatality and injury. Another continuing program initiates removal of abandoned vehicles from public land, eliminating one aspect of environmental degradation.

Other continuing programs include volunteer assistance and the permit system. The volunteer program is helpful in delivering information to visitors and providing facility maintenance. The Bureau provides vendor, film production, and organized event permits with specific stipulations to assist in eliminating conflicts between permitted uses and other activity.



Presently, BLM is acquiring right-of-way easements for Bessemer Mine and Boone Roads and is maintaining portions of these roads.

Cultural resource management includes limited identification and protection of cultural resources.

Wildlife guzzler repair, maintenance, and monitoring, occurs on a limited basis.

Desert tortoise management includes stipulations for OHV events, visitor contacts, and information concerning desert tortoise conservation, its protected status and the penalties for violations of the Endangered Species Act.

Overall, the level of management present in the no action alternative is not adequate to resolve existing issues or provide for anticipated increases in visitation.

#### **MORE INTENSIVE MANAGEMENT ALTERNATIVE**

The more intensive management alternative entails, in addition to the proposed action and no action alternatives, extra funding, manpower and regulation. Applications include:

- 1) Developed staging facilities and OHV trail system.
- 2) Paved access roads.
- 3) Fencing portions of the southern Area boundary and desert tortoise fencing on the west side of Camp Rock Road.
- 4) Removing the Ord Mountain and Johnson Valley Grazing Allotments from the Area.
- 5) Instituting a mineral withdrawal for all staging areas.
- 6) Hiring a BLM ranger specifically for the Area.
- 7) Desert tortoise inventory for the planning area.

The more intensive management alternative is excessive and is unnecessary to provide effective management for the planning area. Existing issues can be resolved and expected increases in visitor use managed without increasing to this level of administration. Costs associated with this alternative would be prohibitive. Additionally, the primitive setting of the Area desired by visitors coming to Johnson Valley would be severely compromised.



## AFFECTED ENVIRONMENT

The existing environment, resources present, and current land uses for the planning area are fully described in Appendix 10, "Resource Summary," of the Plan. The environmental elements of farmland (prime/unique), floodplains, Native American religious concerns, wastes (hazardous/solid), wetlands/riparian zones, and wild and scenic rivers are not involved or affected by the Area planning effort.

## ENVIRONMENTAL CONSEQUENCES OF THE PROPOSED ACTION AND ALTERNATIVES

The Plan's environmental consequences analysis is "tiered" to the CDCA Plan environmental impact statement's analysis of expected impacts on the Area from motor vehicle use (Volume C, Appendix V, pp.208-211). This section describes expected environmental consequences resulting from implementation of the proposed management action, the no action, and the more intensive management action alternatives.

### **PROPOSED ACTION**

#### Geology

There would be no impacts to the geology in the affected environment due to implementation of the proposed action.

#### Range

- 1) Increases in ranger patrol and hiring visitor services employees would provide a greater agency presence and more visitor information to assist in eliminating cattle harassment and vandalism to range improvements.
- 2) Acquisition of right-of-way easements and improving the Area access roads would enhance the availability of the grazing allotment to livestock operators.
- 3) Improved staging areas and increased visitor contacts and information to promote the Area would increase visitation and the potential for recreational and livestock grazing conflicts. However, these actions would reduce OHV use and the resulting impacts to grazing allotments in other parts of the desert. Overall, this action would have a positive effect for range resources outside of the Area.
- 4) Reclamation of recreational impacts between Stoddard Valley and Johnson Valley OHV areas would assist in the recovery of native vegetation increasing the availability of livestock forage.
- 5) Providing additional printed material and domestic livestock signing along Camp Rock Road and near developed livestock watering facilities would increase the visitor's awareness of livestock operations in the planning area.
- 6) Cattle harassment and safety issues between livestock operators and OHV enthusiasts would be reduced through



construction of a cattle drift fence along the northern Area boundary, and providing livestock operators with the annual off-highway vehicle organized event schedule.

### Minerals

- 1) Voluntary acquisition of approximately 20,000 acres of non-Federal land would increase the availability for mineral extraction within the Area.
- 2) Acquisition of right-of-way easements and improving the Area access roads would enhance the availability of mining claims.
- 3) Increases in ranger patrols and hiring an additional law enforcement ranger would improve agency presence and law enforcement capability and provide more visitor information concerning mining operations in the Area.
- 4) A Federal OHV use right-of-way for primary staging areas would not allow any mining claims to be filed within the staging areas. This action would have a slight negative impact for establishing new mining claims within the Area.
- 5) Better communication and coordination between active miners and the OHV community would be established by providing miners with the annual off-highway vehicle organized event schedule.
- 6) Improvements to Bessemer Mine Road to provide adequate access for motorhome vehicle would limit the type of haul vehicle used on Bessemer Mine Road. Potentially, this could restrict the use of large, off-highway haul trucks, causing an indirect impact to mining operations at Bessemer Mine. However, other haul vehicles, access roads, or future technologies could be employed.

### Recreation

- 1) Slight reduction of unorganized OHV opportunities may result in changing the Giant Rock area multiple-use and vehicle use designations to "Moderate" and "Limited".
- 2) Voluntary acquisition of approximately 20,000 acres of non-Federal land would increase recreation opportunities and ensure those opportunities for future generations.
- 3) Access road right-of-way easement acquisition and improvements, turn lane construction, and highway directional signs would improve the availability of Area recreation opportunities.
- 4) Additional staff and ranger patrols would enhance recreation experiences through an increase in BLM presence, law enforcement capability, facility maintenance, and visitor assistance, contracts, and information. A small percentage of visitors may be displaced due to the increased management presence. This action provides an overall positive impact for recreation opportunities.
- 5) Increasing the volume of Area printed information would enhance visitor safety, recreation experiences, and resource protection. The information would also promote use of the



- Area, increasing its availability to thousands of desert visitors. Increased visitation may displace a small percentage of current visitors. This action provides an overall positive impact for recreational opportunities.
- 6) Volunteer maintenance projects involving race courses, trails, boundary, staging areas, and wildlife guzzlers would instill Area pride and enhance recreation experiences through better maintained facilities.
  - 7) Vendor, film production, and organized event permits with specific stipulations would assist in eliminating conflicts between permitted uses and other activity.
  - 8) Improved staging areas and an interpretive loop trail would increase new visitation and enhance the majority of the existing visitor's experience. A small percentage of Area visitors may be displaced due to the increased management presence. This action provides an overall positive impact for recreational opportunities.
  - 9) Scheduled maintenance for Area access roads and maintaining signs, staging areas, race courses, and the interpretive loop trail on an as-needed basis would reduce vandalism and enhance the recreation experience.
  - 10) Wildlife guzzler repair, maintenance, and monitoring would enhance the opportunity to view wildlife, increasing the visitor's outdoor experience.
  - 11) Federal OHV use right-of-way reservations for the primary staging areas would provide the Bureau with the authority to ensure that off-highway recreational activity remains the priority use within the staging areas and would help guarantee quality OHV staging opportunities for future generations.
  - 12) Monitoring plan implementation would assist in creating effective planning for future recreation management actions providing an overall positive affect for recreation opportunities.
  - 13) Impacts to residents, and private and other non-designated roads being used for Area access would be reduced by acquiring Bessemer Mine and Boone Roads right-of-way easements and the subsequent signing and improvements.
  - 14) Visitor safety would be enhanced by signing and grading the eastern Area boundary, fencing or covering hazardous mining shafts, increasing visitor information about desert hazards, removing abandoned vehicles, providing a facility maintenance program and instituting a Federal OHV right-of-way for the primary staging areas.
  - 15) Organized OHV events and unorganized recreation on 42 weekends/year and five holiday weekends, and unorganized recreation only on 10 weekends/year and five holiday weekends would reduce use conflicts and allow visitors to obtain the type experience they desire. Historically, about 30 weekends/year are used for organized events including the five holidays. Increasing the number of organized weekends to 42 would remove 12 weekends traditionally used for



unorganized play only. However, the improvements to staging areas and access roads would allow visitors desiring an unorganized recreational experience to disperse to other sites within the 189,000-acre Area. This action provides an overall positive impact for recreational opportunities.

### Cultural

- 1) Additional staff and ranger patrols would enhance protection of cultural resources through an increase in agency presence, law enforcement capability, facility maintenance, visitor contacts, and information.
- 2) Increasing visitor contacts and printed visitor information concerning cultural resources would enhance the understanding and protection of those resources.
- 3) Vendor, film production, and organized OHV events may result in slight impacts to cultural resources. However, required permits with specific stipulations would decrease the potential occurrence of these impacts. This action provides an overall positive impact for cultural resource values.
- 4) BLM will not authorize surface-disturbing development activities until the requirements of Section 106 of the National Historic Preservation Act have been met. As required by this Act, all areas proposed for development will be inventoried and significant properties (i.e., National Register-eligible) will be either avoided or mitigated in accordance with the requirements of the Act.
- 5) Changing the Giant Rock area multiple-use class from "Intensive" to "Moderate" and the vehicle designation from "Open" to "Limited" and implementing route designation outside of the Area would limit vehicles to designated routes. This action would result in lowering impact to undisturbed cultural resources.
- 6) Monitoring plan implementation would assist in creating effective planning for future recreation management actions. This action provides an overall positive impact for cultural resource values.

### Vegetation and Wildlife

- 1) Changing the Giant Rock area multiple-use class from "Intensive" to "Moderate" and the vehicle designation from "Open" to "Limited" and implementing route designation outside of the Area would limit vehicles to designated routes. Also, acquisition of non-Federal land adjacent to the Area would be classified multiple-use class "Moderate" and vehicle use "Closed". These actions would reduce OHV play impacts to vegetation and wildlife resource values.
- 2) Changing the multiple-use and vehicle-use classes for 600 acres from "Moderate" and "Limited" to "Intensive" and "Open", respectively, may cause a slight disturbance to vegetation and wildlife. Overall, the terrain is rocky and



relatively thick in vegetation resulting in the low potential for OHV use.

- 3) Improving wildlife guzzlers would supplement existing wildlife water sources, and removing non-functional guzzlers located within the intensively-used staging areas would prevent the potential for wildlife to be exposed to intensive recreational impacts.
- 4) Additional staff and ranger patrols would enhance protection of vegetation and wildlife resources through an increase in agency presence, law enforcement capability, facility maintenance, visitor contacts and information.
- 5) Increasing visitor contacts and printed visitor information concerning vegetation and wildlife resources would enhance the understanding and protection of those resources.
- 6) Hazardous mine pit and shaft fencing or covering, and abandoned vehicle removal from the Area would remove potential safety hazards for wildlife.
- 7) Vendor, film production, and organized OHV events may result in slight impacts to vegetation and wildlife resources. However, requiring permits with specific stipulations would decrease the potential occurrence of these impacts. This action provides an overall positive impact on vegetation and wildlife resource values.
- 8) Improved Area directional and visitor orientation signing, access roads, staging areas and an interpretive loop trail would enhance the availability of OHV recreational opportunities within the Area, thus reducing off-highway use and impacts to vegetation and wildlife resources in other parts of the desert. This action provides an overall positive impact on vegetation and wildlife resource values.
- 9) Scheduled maintenance for signing, access roads, staging areas, race courses and trails, would facilitate the use of these facilities, thus reducing trail proliferation and impacts to undisturbed vegetation and wildlife resources.
- 10) Slight disturbance causing minor negative impacts to vegetation and wildlife would occur from:
  - a) Access road and staging area improvements.
  - b) Left turn lane construction.
  - c) Sign installation.
  - d) Mine shaft fencing or covering.
  - e) Boundary fence construction.
  - f) Wildlife guzzler repair.
  - g) Grading 17 miles of the eastern Area boundary.
- 11) Monitoring plan implementation would assist in creating effective planning for future recreation management actions. This action provides an overall positive impact for vegetation and wildlife resource values.

### Visual Resources

The affect environmental would continue to be managed under the guidelines for Visual Resource Management, Classes II, III and



IV. Implementation of the proposed action would not alter those guidelines nor impact visual resources.

**Soil, Water and Air**

- 1) Additional staff and ranger patrols would enhance protection of soil and water resources through an increase in agency presence, law enforcement capability, facility maintenance, visitor contacts, and information.
- 2) Increasing visitor contacts and printed visitor information concerning responsible recreational use would enhance the understanding and protection of soil resources.
- 3) Vendor, film production and organized OHV events may result in slight impacts to soil resources. However, requiring permits with specific stipulations would decrease the potential occurrence of these impacts. This action provides an overall positive impact on soil resource values.
- 4) Improved Area directional and visitor orientation signing, access roads, staging areas, and an interpretive loop trail would enhance the availability of off-highway recreational opportunities within the Area, thus reducing OHV use and impacts to soil resources in other parts of the desert. This action provides an overall positive impact on soil resource values.
- 5) Scheduled maintenance for signing, access roads, staging areas, race courses, and trails would facilitate the use of these facilities, thus reducing trail proliferation and impacts to undisturbed soil resources.
- 6) Slight disturbance causing minor negative impacts to soil would occur from:
  - a) Access road and staging area improvements.
  - b) Left turn lane construction.
  - c) Sign installation.
  - d) Mine shaft fencing or covering.
  - e) Boundary fence construction.
  - f) Wildlife guzzler repair.
  - g) Grading 17 miles of the eastern Area boundary.
- 7) Monitoring plan implementation would assist in creating effective planning for future recreation management actions. This action provides an overall positive impact for soil resource values.
- 8) There would be no impacts to the water and air resources in the affected environment due to the implementation of the proposed action.
- 9) Changing the Giant Rock area multiple-use class from "Intensive" to "Moderate" and the vehicle designation from "Open" to "Limited" and implementing route designation outside of the Area would limit vehicles to designated routes. Also, acquisition of non-Federal land adjacent to the Area would be classified multiple-use class "Moderate" and vehicle designation "Closed". These actions would reduce OHV play impacts to soil resource values.



The proposed action, from a holistic perspective, is considered by the BLM to be beneficial to natural and human resource values in the CDCA. It would increase concentrated off-highway recreational activity in an acceptable area and limit the distribution of OHV use impacts to other parts of the desert.

### Desert Tortoise

The Area is an authorized area where recreational enthusiasts can enjoy open riding opportunities and obtain a quality recreation experience. The proposed action establishes management guidelines to achieve this. Providing an acceptable OHV area reduces unauthorized recreational use and its impacts to the desert tortoise outside of the Area, while creating negative effects on tortoises within the Area. However, implementation of the proposed action would, from a desert-wide perspective, produce an overall net benefit to the desert tortoise.

Estimate of desert tortoise "take" (i.e., disturbing or killing) for the Area under the proposed action includes both tortoise habitat and tortoises. The Area tortoise habitat and population estimates for 1989 are 213 square miles and 1,406 animals, respectively (please see Table 1, Appendix 10). The habitat estimate includes the removal of approximately 83 square miles of unusable habitat from the total 296-square-mile Area (please see Map 11, Plan). Unusable tortoise habitat consists roughly of: 1) 10 square miles of dry lake beds, 2) 20 square miles of steep, rocky mountain tops, and 3) 50 square miles of intensively-used mining and OHV areas. Tortoise take within the Area would occur over an estimated 213 square miles of tortoise habitat.

The Area's estimated tortoise population, in 1989, was 1,406 animals. The estimated annual rate of take is between one and four percent of the total yearly population (please see Table 1, Appendix 10). The tortoise population estimate is adapted from Berry, (1984; Plate 2-2), and 1986 Area tortoise trend plot data, Berry, 1990. The 1986 trend plot monitoring data established a 17%/yr. (68% total) decline in the tortoise population since 1980.

In 1989, 68 tortoise carcasses were found on the trend plot, with the cause of death determined for 22 tortoises. Off-highway recreational use was directly related to five of the deaths. This represents approximately 23 percent of the tortoises whose cause of death could be determined. Twenty-three percent of the 17%/yr. population decline equals the maximum annual tortoise take (4%) directly related to OHV use. The minimum annual take estimate was calculated by assuming all 68 tortoise deaths could be determined, and that the number of deaths directly related to recreational use remained at five. This equals approximately seven percent of the total dead tortoises. Seven percent of the 17%/yr. population decline equals the minimum annual tortoise take (1%) directly related to OHV use.



**TABLE 1: JOHNSON VALLEY OHV AREA ESTIMATED DESERT TORTOISE TAKE FOR THE NEXT TEN YEARS**

TEN YEARS	TORTOISE POPULATION	TOTAL DECLINE 17%	TORTOISE TAKE 4%*	TORTOISE TAKE 1%*	TORTOISE MEAN TAKE*
1990 -	1167	198	8	2	5
1991 -	969	165	7	2	5
1992 -	804	137	5	1	3
1993 -	667	113	5	1	3
1994 -	554	94	4	1	3
1995 -	460	78	3	1	2
1996 -	382	65	3	1	2
1997 -	317	54	2	1	2
1998 -	263	45	2	1	1
1999 -	218	37	1	1	1
TOTAL-		986	40	19	27

\* Take is included in the total population decline of 17%.

The intent of the proposed action is to minimize the impacts to the desert tortoise through mitigation measures, and maintain the OHV area concept essential to the management of off-highway recreational activity in the CDCA.

- 1) Interim Category II desert tortoise habitat between the Johnson Valley and Stoddard Valley OHV areas contains parallel trail proliferation and intensive off-highway recreational play sites. Route designation, signing, reclamation, patrol, and monitoring of the closed trails and play sites would assist in the recovery of the desert tortoise population.
- 2) Improving approximately 50 miles of the Area internal primary access system and five staging/camping areas would provide alternative opportunities for visitors displaced by reclamation in the Category II tortoise habitat, specifically North-Central and Northwest Roads and two staging/camping areas to the east, off from Camp Rock Road. These improvements would facilitate both tortoise recovery and visitor compliance.
- 3) Requiring all organized OHV event promoters/sponsors to implement special desert tortoise stipulations would assist in reducing legal tortoise take and eliminating illegal take.
- 4) Increasing visitor contacts and information concerning desert tortoise conservation, its protected status, and the penalties for violations of the Endangered Species Act of 1973, would assist in reducing legal take and eliminating illegal take.
- 5) Monitoring the effectiveness of the tortoise mitigation actions would be included in an annual report to the United States Fish and Wildlife Service and the California Department of Fish and Game.



## **NO ACTION ALTERNATIVE**

### **Geology**

There would be no impacts to the geology in the affected environment due to implementation of the proposed action.

### **Range**

- 1) Ranger patrols and hiring visitor services employees provide a greater agency presence and visitor information concerning grazing activity. However, there would not be any coordinated management effort for their activities. Consequently, their effort to reduce cattle harassment and vandalism to range improvements would not be as effective.
- 2) The Ord Mountain Grazing Allotment Management Plan calls for the construction of the cattle drift fence to help resolve cattle harassment and recreational safety issues. However, the coordination effort between the livestock and OHV interests for route designation, and fence and cattle guard location is not contained the allotment plan. This could lead to unsatisfactory results in route designation and fence location, possibly causing vandalism to the fence and unnecessary injury to OHV riders.
- 3) Printed material and domestic livestock signing and sign maintenance along Camp Rock Road and near developed livestock watering facilities is not adequate. The no action alternative does not prescribe sign location or maintenance, or an organized effort to provide printed material. Therefore, an increase in visitor awareness of livestock operations in the planning area would not occur.
- 4) Non-Federal land remains in the Area, limiting range management opportunities.
- 5) Fencing or covering hazardous, open mine shafts and pits reduces the potential for livestock fatality and injury. The intensity of this program is not adequate and will not be increased until additional funding and personnel become available.

### **Minerals**

- 1) Non-Federal land remains in the Area, limiting mineral extraction opportunities.
- 2) Ranger patrols provide a greater agency presence and more visitor information concerning mining operations in the Area. However, since patrols with existing staff are not adequate, additional staff is needed.
- 3) The lack of printed information about the mining activity in the Area creates misunderstandings and use conflicts.
- 4) Fencing or covering hazardous, open mine shafts and pits reduces the potential for fatality and injury. The intensity of this program should be increased through additional funding and personnel.

### **Recreation**



With the expected population growth of the local area and increases in visitor use, conflicts between area residents and OHV enthusiasts would continue. In fact, problems associated with these conflicts would increase under this alternative. The use patterns would remain primarily concentrated along the boundary of the Area, unorganized OHV play would continue at Giant Rock, and additional visitor information and services would not be provided. Visitor safety along the eastern boundary, shared with the Marine Corps Air/Ground Combat Center, would remain an issue under this alternative. Finally, OHV use monitoring would not be adequate, leading to excessive impacts which might jeopardize continued off-highway recreational use.

- 1) Non-Federal land remains in the Area, limiting recreation opportunities.
- 2) Inadequate visitor contacts, information, and signing, reduces visitor awareness of the Area location, services, and opportunities.
- 3) Access road right-of-way easement acquisition and scheduled maintenance improves the availability of Area recreational opportunities. However, improvements are needed for adequate access.
- 4) Area access roads are inadequate for motorhome vehicles. The condition of these roads can deter from the recreation experience and can damage expensive equipment. The roads limit the majority of visitors to a small percentage of the Area for staging opportunities.
- 5) Ranger patrols enhance recreation experiences through greater agency presence, law enforcement capability, facility maintenance, visitor assistance, contracts and information. However, since increases in patrols with existing staff are not adequate, additional staff is needed. A small percentage of visitors may be displaced due to this increased management presence.
- 6) The existing volunteer program is helpful in delivering information to visitors in the planning area. However, this program is inadequate and a more aggressive one is needed to increase information dissemination and assist with facility maintenance.
- 7) Fencing or covering hazardous, open mine shafts and pits and removing abandoned vehicles increases public safety. Increased funding and personnel is required to maintain the effectiveness of this program.
- 8) Vendor, film production and organized event permits with specific stipulations assist in eliminating conflicts between permitted uses and other activity.
- 9) There are no guidelines for establishing an allocation for future Area organized or unorganized recreational opportunities. This may lead to conflicts between the two activities.
- 10) A lack of adequate staging areas within the Area interior prevents efficient use of the Area.



- 11) Visitor information and signing enhance the awareness of the Area's location, rules, and regulations. However, a coordinated sign plan is needed to implement a more effective sign strategy. A small percentage of Area visitors may be displaced due to this increased management presence.
- 12) Wildlife guzzler repair, maintenance, and monitoring enhances the opportunity to view wildlife, increasing the visitor's outdoor experience. Complete implementation of this action would have to wait until additional funding and personnel are acquired.

### Cultural

- 1) Ranger patrols enhance the protection of cultural resources through an increase in agency presence, law enforcement capability, facility maintenance, visitor contacts, and information. However, since patrols with existing staff are not adequate, additional staff is needed.
- 2) Vendor, film production and organized OHV events may result in impacts to cultural resources. However, required permits with specific stipulations decrease the potential occurrence of these impacts.
- 3) Improved Area directional and visitor information signing, access roads, staging areas, and an interpretive loop trail, would enhance the availability of OHV opportunities within the Area, thus reducing off-highway use and impacts to cultural resources in other parts of the desert.
- 4) Cultural resource management identifies and protects cultural resources. However, the existing intensity of the program is not adequate for the expected increases in visitation.

### Vegetation and Wildlife

- 1) Non-Federal land remains in the Area, possibly subjecting vegetation and wildlife to negative impacts as a result of residential or commercial development.
- 2) Ranger patrols enhance the protection of vegetation and wildlife through an increase in agency presence, law enforcement capability, visitor contacts, and information. However, since patrols with existing staff are not adequate, additional staff is needed.
- 3) Fencing or covering hazardous open mine shafts and pits reduces the potential for wildlife fatality and injury. Increased funding and personnel is required to maintain the effectiveness of this program.
- 4) Vendor, film production, and organized OHV events may result in slight impacts to vegetation and wildlife resources. However, required permits with specific stipulations decrease the potential occurrence of these impacts.



- 5) Scheduled maintenance for access roads facilitates their use, thus reducing trail proliferation and impacts to undisturbed vegetation and wildlife resources.
- 6) Wildlife guzzler repair, maintenance, and monitoring would increase the existing water supply for wildlife and may expand the current wildlife population. Complete implementation of this action would have to wait until additional funding and personnel are acquired.
- 10) Slight disturbance to vegetation and wildlife would occur from:
  - a) Sign installation.
  - b) Mine shaft fencing or covering.
  - c) Wildlife guzzler repair.

#### Visual Resource

Visual resource management implements BLM guidelines to maintain the designated classes within the affected environment. However, inappropriate intensive OHV use impacts in Class IV would continue until additional funding and personnel are acquired.

#### Soil, Water and Air

- 1) Non-Federal land remains in the Area, possibly subjecting soil resources to negative impacts resulting from residential or commercial development.
- 2) Ranger patrols enhance the protection of soil and water resources through an increase in agency presence, law enforcement capability, facility maintenance, visitor contacts, and information. However, since patrols with existing staff are not adequate, additional staff is needed.
- 3) Vendor, film production, and organized OHV events may result in slight impacts to soil resources. However, required permits with specific stipulations decrease the potential occurrence of these impacts.
- 4) Scheduled maintenance for access roads facilitates the use of these facilities, thus reducing trail proliferation and impacts to undisturbed soil resources.
- 7) Reclamation of Interim Category II desert tortoise habitat between the Stoddard Valley and Johnson Valley OHV areas intensively impacted by recreational activity would assist in the recovery of soil resources.
- 9) Slight disturbance to soil resources would occur from:
  - a) Sign installation.
  - b) Mine shaft fencing or covering.
  - c) Wildlife guzzler repair.
- 10) There would be no impacts to the water and air resources in the affected environment due to the implementation of the no action alternative.

Under this alternative, intensive OHV impacts to natural and human resource values would continue in areas adjacent to the Area. Within the Area, an increased emphasis in natural and human resource protection through visitor contacts and information would not be implemented.



### Desert Tortoise

- 1) Ranger patrols enhance the protection and enforcement of laws to conserve desert tortoise habitat and individuals. However, since patrols with existing staff are not adequate, additional staff is needed.
- 2) Existing desert tortoise stipulations for OHV events would remain in place, reducing legal tortoise take and eliminating illegal take.
- 3) Visitor contacts and information concerning desert tortoise conservation, its protected status, and the penalties for violations of the Endangered Species Act of 1973 would assist in reducing legal tortoise take and eliminating illegal take. However, since existing staff and information are not adequate, additional staff and information is needed.
- 4) The actions to minimize the impacts to tortoises through mitigation measures would not be incorporated in a comprehensive management plan for the Area.

### **MORE INTENSIVE MANAGEMENT ALTERNATIVE**

#### Geology

There would be no impacts to the geology in the affected environment due to implementation of the more intensive management alternative.

#### Range

The intensive management alternative would reduce conflicts between grazing and OHV activities by eliminating grazing on 23,700 acres within the area.

#### Minerals

This alternative would establish a mineral withdrawal for the primary staging areas abolishing all current claims and prohibiting any new applications in these areas. This would eliminate mining activity on roughly 10,000 acres.

#### Recreation

The OHV area concept supports OHV recreation opportunities with the minimum regulation and development. It provides a primitive setting where visitors can explore, test their skills, or just get away without having to follow another rider's tracks. This alternative would resolve existing issues and prepare for future increases in visitor use. However, this would be achieved through over regulation and development of the staging areas, fencing, OHV trails and access roads.

#### Natural and Human Resource Values: Soil, Water, Air, Vegetation, Wildlife, Cultural and Desert Tortoise

This alternative would resolve existing, resource-related issues through additional Area boundary fencing and hiring a BLM ranger



specifically for the Area. Implementing these actions without first monitoring the effectiveness of less restrictive measures would be inappropriate.

#### **Desert Tortoise**

The actions to minimize the impacts to tortoises through mitigation measures would be implemented. This includes tortoise fencing along the west side of Camp Rock Road, and a tortoise inventory for the planning area. Existing tortoise inventory information was found to be adequate for formal consultation with the USFWS. The fencing proposal may be necessary at some future date.

### **MITIGATING MEASURES OF THE PROPOSED ACTION**

The proposed action provides development and land use management recognizing the sensitivity of biological, cultural, private, and visual resources within the planning area. No known State or Federally-listed, or proposed threatened or endangered, or candidate for listing plants or animals, or Native American values would be adversely affected by the proposed action.

#### **VEGETATION AND WILDLIFE**

As required by the Endangered Species Act, all areas proposed for development will be inventoried for threatened or endangered plants and animals prior to disturbing the surface soil. If threatened or endangered plants or animals are found, they will either be avoided or mitigated in accordance with the requirements of the National Environmental Policy Act. Mitigating measures for the desert tortoise are included as management actions in the "Resource Values" section of the proposed action.

#### **CULTURAL**

The Bureau will not authorize surface-disturbing developmental activities until the requirements of Section 106 of the National Historic Preservation Act have been met. As required by this Act, all areas proposed for development will be inventoried and significant properties (i.e., National Register-eligible) will be either avoided or mitigated in accordance with the requirements of the Act.

### **CUMULATIVE IMPACTS**

Cumulative impacts result from the additive effect of past, present, and reasonably foreseeable future actions. The cumulative impacts of the proposed action and each alternative have been analyzed and described below. The geographical area of



consideration for analyzing the cumulative impacts covers the planning area, the Stoddard Valley and El Mirage OHV areas, and the Interim Category II desert tortoise habitat between the planning area and the Stoddard Valley OHV Area. This section is tiered to the CDCA Plan, Volume C, Appendix V, pp.208-211.

#### **EFFECTS OF PAST ACTIONS**

Human-caused impacts are evident throughout much of the planning area. Nearly three decades of recreational OHV activity has created denuded staging areas and several hundred miles of criss-crossing trails and race courses. These uses and the resulting consequences of them have been judged acceptable within the multiple-use "Intensive" and vehicle-use "Open" designations. Mining and livestock operations, and road and utility corridor construction, have occurred in the planning area for over one hundred years. Population increases and demographic shifts in the course of the past 50 years have expanded the number of people living in the immediate area.

#### **PROPOSED ACTION**

##### **Range**

There would be a positive affect for range management from implementation of the proposed action. Directing inappropriate unorganized recreational play from the "limited" vehicle-access-designated Ord Mountain Grazing Allotment would reduce intensive OHV impacts to vegetation and soils. In turn, this may increase the annual forage production. Also, the proposed action would acquire approximately 20,000 acres of non-Federal land to be managed through the multiple-use concept.

The Johnson Valley [sheep] Grazing Allotment is contained within the Area. It has not been used in the past due to the lack of available forage. The effect of directing OHV use to the Area and restrictions caused by the listing of the desert tortoise may create cumulative impacts to this allotment.

The Stoddard Valley and El Mirage OHV areas also provide positive affects for livestock grazing by drawing recreational play into their boundaries. These areas are designated for organized and unorganized recreational play, providing legal riding opportunities within 100 miles of the Los Angeles Basin.

In the next five years the outlook for range management in this area is positive. Expectations for residential, commercial, highway, agricultural, and mining developments that would affect livestock grazing is practically non-existent. However, grazing consultation for the State and Federal listings of the desert tortoise has not been completed and may include some limitations.



### Minerals

The proposed action would have an overall positive affect on mining activities. Encouraging OHV riders to use the Area would reduce the amount of recreational play and potential vandalism occurring at mining sites outside of the Area. The increased use within the Area may have a slight, negative effect, but this should be minimized through additional coordination and communication between all parties. Also, the acquisition of non-Federal land would provide additional opportunities for mineral extraction. The Stoddard Valley and El Mirage OHV areas provide the same types of benefits for mining operations.

The outlook for mining activities in the foreseeable future is positive. The consolidation of public land in the multiple-use class intensive OHV areas, including Stoddard Valley and El Mirage, ensures the availability of these minerals. The potential for developments, such as residential areas (which, from a general standpoint, are not compatible with mining) are not likely to occur.

### Recreation

The proposed action would enhance existing opportunities providing a substantial increase in the potential for OHV recreational activities. The proposed action is designed to resolve current issues and preclude future problems. The Stoddard Valley and El Mirage OHV areas will also go through the same planning process to develop similar proposed actions.

While OHV use is the major recreational activity in the area, other recreational activities would also benefit from the cumulative affect of the proposed action, including: camping, sightseeing, wildlife observation, photography, hiking, rock climbing, shotgun target shooting and hunting, land sailing, rock hounding, and model rocket and airplane flying.

In the foreseeable future, recreational activity, especially that of off-highway vehicles, is expected to increase, due to the promotion of the Area and the route designation inventory for the remainder of the desert. Coinciding with this increase is the enlarging residential area in the southeastern portion of the planning area. Improving and signing the designated Area access roads, and development of recreational opportunities further within the Area, would keep these concerns from resulting in future conflicts.

### Cultural

As required by the National Historic Preservation Act, all areas proposed for development will be inventoried and significant properties (i.e., National Register-eligible) mitigated in accordance with 36 CFR 800. The Bureau will not authorize surface disturbing development activities until the requirements of Section 106 of the National Historic Preservation Act have



been met. Consequently, there would be no negative impact to cultural resources from implementation of the proposed action.

There are no known future private, State, or other agency actions that would contribute significantly to the degradation of cultural resources.

### **Vegetation**

Implementation of the proposed action would produce an overall positive impact for vegetation. Improving the availability and promotion of the Area, as well as containment of recreational play, would increase the probability of visitors locating and remaining within the Area. The Stoddard Valley and El Mirage OHV areas offer the same types of positive cumulative impacts. Implementation would reduce negative impacts to vegetation from OHV use in the remainder of the Conservation Area.

Generally, future actions concerning vegetation in the geographical area are positive. Review of route designation and the reclamation of closed routes and OHV staging areas outside of the Area would provide a net benefit for vegetation. There will be some loss of vegetation in the local area due to private land development, mining, and livestock operations. There would be no cumulative impact to the Yucca or Creosote Rings Areas of Critical Environmental Concern.

There are no known private, State, or other agency actions which will contribute profoundly to the degradation of vegetation.

### **Wildlife**

The proposed action would have a positive impact for wildlife, specifically the desert tortoise. Directing OHV activity from the Interim Category II desert tortoise habitat, west of Camp Rock Road, would reduce the intensive OHV impacts on tortoises. The route designation inventory and establishing an adequate access network would reduce the amount of vehicle and human intrusion into relatively isolated pockets of desert tortoise habitat.

The Stoddard Valley and El Mirage OHV areas will also draw recreational play from the tortoise habitat and promote visitor awareness of tortoise conservation.

There are no known future private, State, or other agency actions that will contribute profoundly to the degradation of wildlife or the tortoise.

### **Soil**

The proposed action would have an insignificant cumulative impact to soil. Trail proliferation and staging would be reduced in areas outside of the Area through enhanced availability of the Area and development of opportunities within the area. Stoddard



Valley and El Mirage OHV areas provide the same positive benefits for soil conservation.

Impacts to soil in the foreseeable future will be greatest in the community of Johnson Valley due to residential and commercial construction.

#### Air

The proposed action would have an insignificant cumulative impact to air. The dominant air pollution factor is pollutants entering the area from the Los Angeles Basin. Dust entering the air as a result of the OHV activity is normally of no consequence. During a major off-highway event, such as the "Mojave 250", when several thousand visitors are present, the dust will be noticeable but temporary in duration.

#### Water

Slight increases in run-off due to soil compaction and vegetation removal would occur with implementation of the proposed action. However, this would not cause a noticeable affect on water resources in the area.

The primary impact to water resources is future water demands for residential purposes in the community of Johnson Valley. These demands will increase proportionately with increase in population.

#### **NO ACTION**

#### Range

There would be a negative affect for range management from implementation of the no action alternative. Inappropriate OHV use would continue, producing negative consequences to range resources until additional funding and personnel become available.

The Stoddard Valley and El Mirage OHV areas benefit livestock grazing by drawing recreational play into them. These areas, designated for organized and unorganized OHV recreation, provide legal riding opportunities within 100 miles of the Los Angeles Basin.

In the next five years the outlook for range management under this alternative is slightly negative. Expectations for residential, commercial, highway, agricultural, and mining developments which would affect cattle grazing is not significant.

#### Minerals

The no action alternative would have a slight, negative affect on mining activities. Vandalism, inappropriate recreational use at mining sites, and a lack of coordination and communication



between the OHV community and mining operators would continue until additional funding and personnel become available.

The Stoddard Valley and El Mirage OHV areas may provide positive benefits for mining operators. Encouraging OHV riders to use these areas helps reduce the amount of inappropriate recreational play and potential vandalism at mining sites in the remainder of the Conservation Area.

The potential for developments such as residential areas (which, from a general standpoint, are not compatible with mining) are not likely to occur.

### **Recreation**

The no action alternative would produce negative impacts with respect to providing recreational OHV opportunities. Recreational activity would continue to concentrate along the Area boundary. The majority of the 189,000-acre Area would go unused. Printed information, signing, and visitor assistance would continue to be sparse and ineffective. The future cumulative impacts of this alternative would result in a loss of the opportunity to participate in open desert recreational riding.

The Stoddard Valley and El Mirage OHV area planning processes will develop positive effects. These OHV areas will be designed to enhance existing recreational opportunities, resolve current issues, and preclude future problems. They provide a substantial increase in the ability of the Conservation Area to manage and absorb future increases in OHV recreation.

In the foreseeable future, recreation activity, especially OHV use, is expected to increase due to the promotion of the Area and to the route designation inventory in the remainder of the Conservation Area. Coinciding with this increase is a growing local population. These concerns are not addressed in the no action alternative.

### **Cultural**

There would be a potential for increased, negative impacts to cultural resources from implementation of the no action alternative. Efforts to intensify cultural resource management and direct OHV use to the Area would be delayed until additional funding and personnel became available. Therefore, intensive OHV impacts to cultural resources would continue.

There are no known future private, State, or other agency actions that would contribute significantly to the degradation of cultural resources.



### Vegetation

Implementation of the no action alternative would produce an overall negative impact on vegetation. Actions to increase the probability of visitors locating and remaining within the Area would have to wait until additional funding and personnel become available. Consequently, intensive OHV impacts to vegetation outside of the Area would continue. The Stoddard Valley and El Mirage OHV areas provide positive influences for vegetation by reducing negative consequences to vegetation outside of their boundaries.

Review of route designation and reclamation of closed routes and OHV staging areas outside of the Area would provide a benefit for vegetation. However, there would be some loss of vegetation in the local area, due to private land development, mining, and livestock operations.

There are no known private, State, or other agency actions which would contribute profoundly to the degradation of vegetation.

### Wildlife

The no action alternative action would have a negative impact on wildlife, especially the desert tortoise. Continued OHV play west of Camp Rock Road, in Interim Category II tortoise habitat, would continue to cause unacceptable impacts on tortoises until additional funding and personnel become available.

### Soil

The no action alternative would have a slight, negative impact to soil. Trail proliferation and intensively-used OHV staging areas would continue in areas outside of the Area until additional funding and personnel become available. Gradually, the impacts would spread from the existing, primary use area, causing further damage.

The Stoddard Valley and El Mirage OHV area plans provide for soil conservation measures to reduce trail proliferation and staging outside of these areas.

### Air

The no action alternative would have an insignificant, cumulative impact to air. The dominant air pollution factor is pollutants entering the area from the Los Angeles Basin. Dust entering the air as a result of OHV activity is normally of no consequence. During a major event, such as the "Mojave 250", when several thousand visitors are present, the dust is noticeable, but temporary in duration.

### Water

Slight increases in run-off, due to soil compaction and vegetation removal, would occur with implementation of the no



action alternative. However, this will not cause a profound effect on water resources in the area.

The primary impact to water resources is future water demands for residential purposes in the community of Johnson Valley. Future demands will increase proportionately with increase in population.

#### **MORE INTENSIVE MANAGEMENT ALTERNATIVE**

##### **Range**

There would be a negative affect on range management from implementation of the more intensive management alternative. Grazing would be eliminated from the area. The cumulative impacts from this action and the possible limitations due to desert tortoise listing might impair a given grazing allotment to an unacceptable level.

##### **Minerals**

The more intensive management alternative action would have a slight, negative affect on mining activities. Withdrawing 10,000 acres from mineral entry would remove the availability of minerals from the affected area. Otherwise, the foreseeable future for mining activities is positive. The consolidation of public land in the multiple-use class "intensive" OHV areas, including Stoddard Valley and El Mirage, ensures the availability of these minerals. The potential for developments such as residential areas (which, from a general standpoint, are not compatible with mining) are not likely to occur.

##### **Recreation**

The more intensive management alternative would produce a negative impact on the desired, primitive, recreation experience which visitors to the Area seek. Over-development and over-regulation would destroy the primitive desert setting and resulting experience. State, county, and private OHV parks already provide an intensively-developed and intensively-managed setting for visitors wanting this experience. This alternative would displace the majority of Area visitors to other primitive areas of the desert, where intensive OHV use is not appropriate.

##### **Cultural**

As required by the National Historic Preservation Act, all areas proposed for development will be inventoried and significant properties (i.e., National Register-eligible) mitigated in accordance with 36 CFR 800. The Bureau will not authorize surface-disturbing developmental activities until the requirements of Section 106 of the National Historic Preservation Act have been met. Consequently, there would be no negative impact to cultural resources from implementation of the more intensive management action.



There are no known future private, State, or other agency actions that would contribute significantly to the degradation of cultural resources.

### Vegetation

Implementation of the more intensive management alternative would produce an overall positive impact for vegetation. Improving the designated Area access roads, visitor information, recreation opportunities, and directional signing would increase the probability of visitors locating and using the Area. Implementation would reduce impacts to vegetation outside the Area.

Mining and livestock operations, as well as OHV activity, contribute to the negative cumulative effect on vegetation. There would be no cumulative impact to the Yucca or Creosote Rings Areas of Critical Environmental Concern.

Generally, future actions concerning vegetation in this area are positive. Route designation, and reclamation of closed routes and OHV staging areas would provide a benefit to soils and vegetation. There will be some loss of vegetation in the Johnson Valley community area due to housing development. There are no private, State, or other agency actions which will contribute profoundly to the degradation of vegetation.

### Wildlife

The more intensive management alternative would have a positive impact for wildlife, specifically the desert tortoise. Directing recreational activity from the Interim Category II desert tortoise habitat, west of Camp Rock Road, would reduce the intensive impacts on tortoises. The route designation inventory and establishing an adequate access network would reduce the amount of vehicle and human insurgence into relatively isolated pockets of desert tortoise habitat.

Stoddard Valley and El Mirage will also draw recreational play from the Category II habitat, west of Camp Rock Road, through promotion and visitor awareness.

There are no future private, State, or other agency actions that will contribute significantly to the degradation of wildlife.

### Soil

The more intensive management alternative would have an insignificant cumulative impact to soil. Trail proliferation, intensively used staging areas, mining, grazing, and project development would result in soil compaction and erosion. Trail proliferation and staging would be reduced in areas outside of the Area through development of opportunities within the area.

### Air



The more intensive management alternative would have an insignificant cumulative impact to air. The dominant air pollution factor is pollutants entering the area from the Los Angeles Basin. Dust entering the air as a result of OHV activity is normally of no consequence. During a major OHV event, such as the "Mojave 250", when several thousand visitors are present, the dust will be noticeable, but temporary in duration.

The San Bernardino County Air Pollution Control District is developing air quality standards under direction of the California Clean Air Act. The Bureau will coordinate with the County concerning these air quality standards when they are available.

#### Water

Slight increases in run-off, due to soil compaction and vegetation removal, would occur with implementation of the more intensive management alternative. However, this will not cause a profound effect on water resources in the area.

The primary impact to water resources is future water demands for residential purposes in the community of Johnson Valley. Future demands will increase proportionately to the increase in population.

#### IRREVERSIBLE OR IRRETRIEVABLE COMMITMENT OF RESOURCES

This section is incorporated with the CDCA Plan, p.E-88. The proposed action, as mitigated, would result in irretrievable losses to surface soil, and individual plant and animal resources within the Area. However, the proposed action would not significantly increase the amount of soil loss, over existing use. Also, soil loss standards are being developed by the California Department of Parks and Recreation and will be incorporated into the management of the Area when they are completed. The overall loss of individual plant and animal resources would not have a significant negative affect on any populations.

Through the proposed action there exists the potential for irretrievable loss of cultural resources. However, due to the Bureau's commitment to avoid and/or mitigate, no significant cultural resource impacts are anticipated under the proposed action.



## CONSULTATION AND COORDINATION

### PUBLIC INVOLVEMENT AND ISSUE IDENTIFICATION

Approximately 250 copies of the Draft Johnson Valley OHV Management Plan and Environmental Assessment were distributed for public review. Members of the public on the Barstow Resource Area mailing list interested in the planning process, and the following agencies, businesses, and organizations received copies. The recipients were asked to provide written comments if they so desired. Also, public meetings were held in Johnson Valley, Victorville and Riverside, during April and May, 1989, to review the draft plan/environmental assessment and to receive public comment. Changes or additions to the draft plan and environmental assessment as a result of public comments have been incorporated into the final document.

### AGENCIES AND PERSONS CONSULTED

#### Federal

United States Marine Corps Air/Ground Combat Center  
United States Fish and Wildlife Service  
California Desert District Advisory Council

#### State of California

Department of Fish and Game  
California Off-Highway Vehicle Recreation Commission

#### San Bernardino County

Service Area #29  
Land Management-EPWA

#### Businesses

Southern California Edison  
Santa Fe Pacific Realty Corporation  
Kaiser Steel Corporation  
Strong Bow Resources Corporation  
Steelhead Resources Incorporated  
Lawrence Livermore National Laboratory  
American Honda Motor Company, Incorporated  
Master Link Publishing Company  
Boo Publishing Company

#### Organizations

Landers Association  
Johnson Valley Improvement Association  
California Mining Councils of America, Incorporated  
National Resource Management, Incorporated  
American Motorcycle Association, Sports Committee District #37  
California Off-Road Vehicle Association  
Associated Blazers of California



California Association of 4WD Clubs  
Check Point Enduro Motorcycle Club  
Viking Motorcycle Club  
SCORE International Championship Off-Road Racing  
California Racing Club  
Southern California Enduro Association  
Concerned Citizens of Lucerne Valley  
Sierra Club  
Regroupers 4WD Club  
Southern California All-Terrain Vehicle Association  
Victor Valley 4WD Club  
California Association of 4WD Clubs  
Orange County Buggy Busters  
Jack Rabbit Motorcycle Club  
Dune Masters of California, Incorporated  
Lucerne Valley Chamber of Commerce

#### LITERATURE CITED

Berry, K.H. (Ed.) 1984. The Status of the Desert Tortoise (Gopherus agassizii) in the United States. Report to the United States Fish and Wildlife Service. 5pp.

Berry, K.H. 1990. The Status of Desert Tortoise Population in the Mojave and Colorado Deserts of California in 1989.



DECISION RECORD/FONSI

**DECISION**

It is my decision to approve the implementation of the proposed action as contained in the Johnson Valley Off-Highway Vehicle Management Plan as evaluated the attached environmental assessment.

**FINDING OF NO SIGNIFICANT IMPACT**

The environmental impacts associated with the proposed action have been assessed. I conclude that the proposed action will have no significant impact on the environment and is not a major Federal action. Preparation of an Environmental Impact Statement pursuant to Section 102(2) (c) of the National Environmental Policy Act of 1969 is not required.

**RATIONALE FOR DECISION**

The decision to allow the proposed action does not result in any undue or unnecessary environmental degradation and is in conformance with the CDCA Plan (1980), as amended. BLM established the Johnson Valley OHV Area to support intensive off-highway recreational activity. It provides an authorized area where OHV enthusiasts can enjoy open riding opportunities and obtain a quality recreation experience. Concentrating this recreational activity in an acceptable area limits the distribution of OHV use impacts to other parts of the desert. The proposed action provides a coordinated management approach to reach the goals established for the Johnson Valley OHV Area. This includes actions to resolve current issues, provide effective management for the future, and guidelines to ensure multiple-use.

**MONITORING**

Monitoring prescriptions have been developed and are incorporated into the monitoring section of the management plan.

**REVIEWED BY:**

Shawn Paris  
Environmental Coordinator  
Barstow Resource Area

12 AUG 1992  
Date

**APPROVED BY:**

Karl H. Swanson  
Area Manager  
Barstow Resource Area

12 AUG 1992  
Date

**ATTACHMENT:**

Johnson Valley Off-Highway Vehicle Area  
Management Plan















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